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MARRIAGES.

On September 23rd, at Gipsyhill, D. FRASER, of the Chinese Government Railways, to KATE FLORENCE SPIKE (formerly of Kowloon).

On October 30th, at Shanghai, JAMES SPARK CALDER, of Messrs. Butterfield & Swire, Tongku, North China, to ELIZABETH NELSON, of Greenock, Scotland.

DEATHS.

On October 3rd, at London, RUTH JEANETTE, wife of EDWARD A. HEWITT, C.M.G., of Hongkong, aged 45.

On October 29th, at Dalry, BRUNO STANOE, aged 31 years.

On October 30th, at the Isolation Hospital, Shanghai, FREDERICK HOPKINS, Master s.s. *Yungchin*, aged 51 years.

On September 28th, at Manchester, Right Rev. H. EVANSON, Bishop of South Japan from 1894 to 1909.

HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 5TH, 1912.

JAPAN is still greatly disturbed over her financial condition. At the recent Cabinet Council, Marquis MATSUOKA, one of the so-called Elder Statesmen, is said to have uttered a very grave warning to the Ministry, as to the fate of the country if she continued the policy of contracting fresh debts to pay off old ones. Such a procedure, he thought, could only end in bankruptcy, and he urged the Ministry to at once make such retrenchments as would place the finances of the country on a sound footing. That Marquis MATSUOKA's warning is justified is admitted on all hands; the difficulty is to effect the financial reforms required. Japan has entered into engagements to repay her foreign loans within the next fifty-eight years. Already the interest and instalments of repayments amount to between seventy and eighty million yen a year, and in another eight years, when the redemption of all the loans will be in full swing, she will require over a hundred million yen every year to meet her foreign creditors. On the suggestion of the English bondholders, it is believed, Japan has since the year 1906 been transferring to the National Debt Consolidation Fund a

sum averaging 150,000,000 yen a year, but this has only been done by a kind of financial manipulation involving the suspension of public works and the carrying over of sums voted from year to year. Further, it has necessitated the continuation of taxes which were voted specially for the late war and were not meant to be permanent, and a complete cessation in the military and naval equipment. It is on this last point that something like a crisis is threatened. The military party in Japan is a very strong one, and hitherto no Government has ventured to confront it. The recent practice of appointing military and naval men to the War Office and Admiralty has served to increase this power, so that the demands of the Army and Navy have hitherto been accepted without much demur. The military party now desires to increase the Army by two divisions, which, it is claimed, are necessary for the protection of Korea, but as to where the fund for this extra expenditure is to come from no hint is given. It can only be obtained by cutting down the expenditure on productive enterprises or by increasing the present high taxes. The latter alternative may be dismissed at once. The Government has appointed a Commission to inquire into the administrative expenditure and has more than half promised that the taxation shall be reduced. To increase the taxes, or even to maintain the present rate of taxes, for the sake of military increment, would therefore result in the Government being driven out of office. On the other hand, it is doubtful whether the Government will be able to hold its own against the military party, although it has professed its intention of doing so. Already there are signs of weakening, and it is even rumoured that Marquis SATOMI, the Premier, has made up his mind to resign at the first opportunity. Much has been said in Japan as to the failure of Chinese statesmen to respond to the calls of duty, but unfortunately the avoidance of responsibility by resignation is not confined to China. Any attempt towards military increment, however, can only hasten the crisis which Marquis MATSUOKA foresees as the result of Japan's present financial policy. The crux of the position is that she is trying to pay for the Russo-Japanese war in the course of one generation, instead of spreading it over two or three generations, and is only now beginning to realise what she has undertaken. For a fully developed country, with all her industries in full swing and her administrative scheme adjusted to a fine point, such an endeavour would not be out of the way; but Japan is not such a country. There is still a large amount of capital to be sunk in developing the resources of the country and in placing the industries on a sound footing, and if this capital is not forthcoming the country must suffer. No doubt when Japan entered into her engagements with her foreign creditors she looked forward to her progress being well maintained. That this has not been the case is owing to a variety of circumstances, over some of which she has no control. But if the post bellum progress has not been brilliant the future is yet more dismal, for the loans raised following the war did give a fictitious impulse, whereas any such impulse is now entirely lacking. The present Government entered office with the cry of "No more foreign loans," these foreign loans being supposed to be the cause of the trouble. As a matter of fact, however, it seems to have been the foreign loans which were responsible for any progress made. Without them Japan would have been marking time. The best method of attacking the difficulty would be to strike at the root of the trouble—the sinking fund—but this Japanese financiers strongly oppose, on the ground that it would destroy Japan's credit and bring down the value of her bonds. Granted that this would be the case, it may be asked whether this would not be better than crushing the development of the country by retrenchment in the expenditure on productive works? Marquis MATSUOKA's other alternative of bankruptcy is equally disastrous. As a matter of fact, the present price of Japanese bonds can only be considered fictitious if their maintenance is to the impoverishment of the country, which means the impoverishment of the people. The cost of living is now extraordinarily high in Japan. No doubt the standard of living has been raised, but not in proportion to the price paid for it, nor out of proportion to the demands which a more strenuous intellectual life entail. To impose further burdens is impossible, and it seems equally difficult to relieve them of the present burdens. Japan must meet the interest on her loans, and there is no reason why she should not be able to do this. But to effect the redemption of the short term loans in the time arranged is a matter of impossibility, and the only course seems to be the substitution of long term loans in their place.

Sir Frederick Lugard, a telegram says, had an enthusiastic reception on arriving at Lagos.

The typhoon signals were taken down yesterday about 2 o'clock, and the work on the harbour became normal again.

The decomposed body of an unknown Chinese male, about 45 years of age, was found washed ashore on the foreshore at Lama Island.

A telegram from Mukden states that Mr. F. D. Fisher, the American Consul-General, is being transferred by promotion to Washington.

Seven cases of enteric fever were reported in the Colony last week—2 British (1 imported), 1 German and 4 Chinese. Two of the cases proved fatal.

The contractor at the Cotton Mill at Causeway Bay reports to the police that one of his foks broke into his office on Saturday night and stole \$1,750.

The royalty on tin and tin ore in the Federated Malay States last year amounted to \$8,900,000, an increase of \$1,558,229 as compared with the previous year.

The engagement is announced of Mr. M. Garibaldi, of the Canton-Kowloon Railway, and the only daughter of Mr. and Mrs. A. Galuzzi, of Hongkong.

Heavy rain fell in the Nanking district last week, breaking the dry spell which had seriously injured the bean crop and delayed the sowing of winter wheat.

At the Magistracy yesterday two Chinese were fined \$250 each for being in unlawful possession of arms and ammunition at 63, Second Street. One had a rifle, a loaded revolver, 150 rounds of ammunition, many revolver parts and a chopper.

Major Barnes, a representative of Messrs. Birch Crisp & Co., has arrived in Peking. It is understood that he intends to look over the situation, with a view to determining the future action of Messrs. Birch Crisp & Co. and their supporters.

The St. Andrew's Society at Shanghai, in order to encourage education, annually grants bursaries to the value of two hundred dollars for competition by Scottish boys and girls. The examination this year will be conducted by Mr. R. G. Dowie, F.E.I.S., at the Shanghai Public School.

The *Peking Daily News* states that on the occasion of the dedication of the ground for the International Panama Exposition at San Francisco all the Consuls were present. Chen Chin-tao represented China, and the ceremony included the hoisting of the Chinese national flag to the accompaniment of twenty-one guns.

The death is announced at Tientsin of Mr. James McDonald, one of the oldest British residents of that port. Mr. McDonald, who died at the age of 70, was formerly a Captain of Artillery in the Chinese army, and had been decorated with the Second Rank of the Order of the Pao-Hsing (Constellation of Honour). He was a resident of Tientsin for over forty years.

Hongkong and Whampoa Dock shares have risen \$10 during the past week. Business was done yesterday, we understand, at \$58, with further buyers at this and \$61 for December delivery. The rise is attributable presumably to the satisfactory progress of the negotiations for a working agreement with the Taikoo Dock, referred to a fortnight ago in Messrs. Vernon & Smyth's share circular.

It is announced in *Church Notes* that the Sunday School at the Peak Church reopens this month. Mrs. Edkins, in addition to the many good works in which she is already engaged, has most kindly undertaken to teach and act as superintendent. Miss May has also very kindly undertaken to teach. Mr. E. T. Williams is to succeed Mr. F. T. Lake as superintendent of St. Paul's Sunday School.

A Portuguese named M. Vieira was summoned at the instance of Revenue Officer Wilden for being in unlawful possession of 11,750 bottles of cocaine in his godown and in his office. He appeared before Mr. Melbourne at the Magistracy yesterday, and Mr. Gardiner, who represented him, tendered a plea of guilty. His Worship imposed a fine of \$1,000 on each of two charges. The cocaine is valued at about \$30,000.

Church Notes, commenting on the offer of Sir Paul Chater to endeavour to raise the money necessary for the stipend of an Assistant Chaplain for St. John's Cathedral for three years, says:—"We are very glad to hear that Sir Paul Chater has met with a very generous response from the people of the Colony, and we hope that his splendid example of energy will soon be rewarded by his obtaining the whole of the money required."

Sir Thomas Shaughnessy corrects a false impression that the new Empress steamers are to take the place of the *Empress of Japan* and *Empress of China*. They are, he says, to be added to the Pacific Fleet to strengthen it.

It is stated that Mr. W. G. Max Muller, C.B., M.V.O., former Counsellor of the British Legation in Peking, will not return to China, as he is now in the British Foreign Office. Mr. E. S. Scott will therefore remain to assist Sir John Jordan.

An Indian was found to have committed suicide yesterday morning in a watchman's hut on the south face of the Beacon Hill tunnel on the Kowloon-Canton Railway. This was the man who was reported missing from the Sikh Temple at Wanchai last week, and who was afterwards found. On Sunday he visited the hut, and during the absence of the watchman hanged himself by a rope from the roof. In his possession were found 10 sovereigns, as well as receipts for \$1,000 which he had sent to India from America. He had just returned from America. He had also a passage ticket for India by the steamer *Dilewara*.

WRECK OF THE STEAMER
"LOOSOK."

News has reached the Colony that the well-known N.D.L. coasting steamer *Loosok* has been wrecked while on a voyage from Saigon to Cebu. She is reported to have gone on the rocks off St. Aguel's Island.

THE ASSAULT ON MR. ELWES.

EXTRADITION APPLIED FOR.

At the Magistracy yesterday, before Mr. Melbourne, two Chinese were charged with being in unlawful possession of one pair of field glasses, one pair of scissors, a razor, comb and hair brush, the property of Mr. W. B. Elwes, of the Eastern Telegraph Extension Company, and they were also charged with assaulting Mr. Elwes at Rua Culs in Macao on September 9th, thereby placing his life in danger. Mr. J. H. Kemp, Crown Solicitor, prosecuted, and Mr. Mason, of Messrs. Wilkinson & Grist, defended.

Mr. Kemp asked for the prisoners to be extradited in order that they might be dealt with by the Portuguese authorities at Macao. The depositions stated that the prisoners were two of four men who attacked Mr. Elwes as he was riding in a ricksha at seven o'clock in the morning on his way to the Hongkong steamer. His helmet was smashed and his head was bruised, and the two ricksha coolies were also assaulted. One of the coolies who thought of giving chase after the robbers was shot at. At the place where the assault was committed two iron bars were found.

Mr. Mason submitted that the depositions did not identify the prisoners as being concerned in the robbery.

Mr. Elwes gave evidence, and the case was remanded.

FERRIS-HARTMAN COMPANY.

The favourable impressions created by the opening performance of the Ferris-Hartman Company on Saturday were confirmed by the production of "The Campus," by the same combination of clever artists last night, and whatever prejudice may exist on the part of British audiences regarding American companies is bound to disappear, so far as this company is concerned, once it has been seen and heard.

A good house assembled last night to enjoy the production of "The Campus," a very amusing play of American College life, in which the comedy centres round Bismarck, a German political exile, who, banished for Socialist utterances from the Fatherland, finds refuge in America and occupies the humble position of Janitor. Bismarck in the hands of Mr. Ferris-Hartman was well sustained, and from the rise of the curtain to the fall the work of Mr. Hartman merits the highest praise.

The part of Bobby Short, "Varsity Yell Leader" received full justice in the hands of Mr. Walter De Leon, while the unsympathetic Professor Sutton was ably portrayed by Mr. Elmer Thompson. Mr. Roscoe Arbuckle as "Fat," Mr. Harry Pollard as Tony Seldon, and Mr. Bowes as Chester Sutton were also excellent.

The charm of Miss "Muggins" Davis was well brought out in her part as Nellie Perkins, while Miss Josie Hart, as the "College Widow," was well received. The dancing and singing of Miss Minta Durfee was pleasing, while the ladies of the chorus did much to contribute to the success of the evening.

The whole comedy is very pleasing and goes with a perfect swing. The play abounds in humour, and interest never flags from start to finish.

To-night the Company presents "The Toy-maker," and this should again attract a large house.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

PORTE ASKS THE POWERS TO
MEDIATE.

A London telegram says the Porte has asked for mediation by the Powers.

A Paris telegram says that M. Poincaré on the 2nd inst. suggested that prior to mediation the Powers should make a declaration pledging themselves not to make any territorial claims themselves. Great Britain and Russia had accepted, but Germany and Austria had not yet replied. The French Ambassador at Vienna in conversation with Count Berchtold had clearly indicated that France in no wise intended to ask Austria-Hungary to ignore her economic interests, but the tone of the Austro-Hungarian Press comments are regarded as presaging a refusal.

A Vienna telegram says the Press severely criticises M. Poincaré's statement, declaring that Austria cannot bind herself in advance without knowing the consequences of the war.

LATER.

The Porte's application to the Powers asks for their mediation with the view to the cessation of hostilities and negotiation for peace. The news is not yet known to the public, though a carefully worded Communiqué distributed to the local Press is obviously intended to prepare the country to bow to the fate of the war. It says that the fortune of war varies, and that it was impossible to be victorious everywhere. People making war must submit with resignation to all its consequences, neither rejoicing inordinate in victories nor despairing in defeats. Thus, while the Ottoman Armies were successfully holding their own in the Skutari and Janina districts, the Eastern Army were obliged to retire from Luleburgas and Visa to the Chatalja lines to enable them to offer a successful resistance.

Following the official announcements that the Army had successfully resumed the offensive in various directions, the Communiqué has caused universal amazement.

A TURKISH GENERAL IN IRONS.

General Kadry Pasha, who is alleged to be responsible for the defeat at Kum-anovo, has been sent to Constantinople in irons.

THE CAPITAL IN DANGER.

An official announcement in Constantinople says that the Eastern Army has been compelled to retire on the Chatalja lines.

A telegram from Constantinople states that the retreat to Chatalja was followed by most murderous fighting on Saturday to the south of Luleburgas. The Turks put up a splendid resistance, but were finally overwhelmed by the Bulgarians' terrific artillery fire. It is stated that they lost over 20,000. A supreme effort will be made at Chatalja to reform the troops and save the capital.

ANXIETY IN CONSTANTINOPLE.

The foreigners in Constantinople are most nervous, fearing a general massacre and pillage.

WARSHIPS ALLOWED IN THE
DARDANELES.

A message from Constantinople states that, in response to an application by the Ambassadors, the Porte has granted permission for the passage through the Dardanelles of one warship of each nation.

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BULGARIANS BOMBARDING
ADRIANOPLE.

A Sofia message states that at 5.30 on Sunday evening it was rumoured that Adrianople had fallen, but the rumour was unconfirmed.

Bulgarian aviators made a number of flights over Adrianople.

A later message from Sofia states that the bombardment of Adrianople has begun most successfully.

The Bulgarians surrounded Sheket Torgut's division from the heights east of Serai. After a desperate fight the Turks broke through the circle and fled towards Chatalja.

The Bulgarians captured 80 guns and 160 waggons of ammunition in the battle south of Luleburgas.

[THROUGH REUTER'S AGENCY.]

GREEK SUCCESSES.

Fighting is proceeding along the line from Serai to Chori, where the remnant of the defeated Turkish army is making a stand.

It is announced that after the surrender of Kailar the inhabitants, who had not been disarmed, attacked the Greek flank and inflicted a loss of 58 killed and 276 wounded on the Greeks, who, however, put the enemy to flight. Four hundred were arrested and taken to Kozani, where they will be tried.

Preveza has capitulated to the Greeks. A message from Athens reports that previous to the taking of Preveza the Greeks on occupying the heights overlooking the place at Nicopolis took 450 prisoners.

The Greeks have captured Yenidje in the province of Salonika, and are pursuing the routed Turks.

A message from Salonika on the 27th ult. states that a complete Greek division landed at Stavros, in the north-east corner of Chalcis, and occupied Polegyros. They are marching toward Salonika, accompanied by 8,000 well armed Greek peasants.

RUMOURED BRITISH NAVAL
ACTIVITY.

LONDON, November 4th.

Excitement prevailed at Portsmouth, Devonport, Plymouth, and Chatham on the receipt of Admiralty telegrams recalling officers and men on leave and ordering the submarines to be on a war footing. The fifth, sixth, and seventh destroyer flotillas are chiefly concerned. They sail on Sunday and Monday for the Mediterranean. The battleships *Duncan* and *Russell* are the ships affected at Chatham.

Router's correspondent at Gibraltar telegraphs that the third battle squadron from England was expected on Sunday. It would remain only an hour and then sail eastwards.

A CONTRADICTION. LATER.

It is officially stated that the report of the mobilisation is unfounded. It apparently originated through an order to certain of the nucleus flotillas to coal and take in stores, as a test. No movement of ships from Home waters is contemplated.

FATAL FIRE IN LONDON.

LONDON, November 4th.

A big fire was discovered at two o'clock on Sunday morning in the large drapers' establishment belonging to Mr. John Barker at Kensington. Four girls jumped from the windows of the burning building and were killed. Immense damage was done by the flames.

THE TSAREVITCH'S ILLNESS.

LONDON, November 4th.

An official telegram from St. Petersburg states that the illness of the Tsarevitch is due to an accident sustained in jumping on the boat *Rylovitch*. He will probably be deprived of the free use of his legs for a long time.

At first nothing was noticeable, but on the 20th of September there was painful swelling of the left groin, due to an effusion of blood in the abdomen. After three weeks' treatment he was able to rise, but on the 11th of October, whilst walking unaided, he fell. On the 15th ult. a fresh and worse effusion occurred, causing such swelling that the whole groin projected over the centre line of the abdomen. His recovery is bound to be most slow.

"THE COOK."

We learn that "The Cook" has now been revised and two new numbers have been introduced. Alterations have been made in the libretto which has brought this charming musical comedy absolutely up-to-date. The variety entertainment will include a Hungarian Dance by the famous dancers Michael and Sophia Kolesvski. The management are to be congratulated on being able to secure the services of these two talented artists, who are making a brief stay in Hongkong. Another of the performers is the champion drum-stick swinger, who appeared before the King when Prince of Wales. Booking is proceeding rapidly at Moutrie's, and those who have not already booked seats are recommended to do so as soon as possible as the house is going to be a record one.

SUPREME COURT.

Monday, November 4th.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. REES DAVIES, K.C.).

THE SHAMSHIN MURDER CASE.

Ibrahim, a private in the 120th Baluchistan Infantry, was again brought up and charged with the murder of a Subadar in his regiment. It will be recalled that after a trial extending over three days, the jury disagreed, and a new trial had thus to be opened.

The Attorney-General—In this case I understand your Lordship may desire to remand this prisoner till the next Sessions. My friend, although not visible to your Lordship, has intimated that he is prepared to agree to that course.

His Lordship concurred.

THE AFFRAY ON THE "MINNESOTA."

John Saxton Dunn, 47 years of age, was charged with the manslaughter of Robert Wangstrom on the 28th October, 1912, on the s.s. *Minnesota*, lying in Victoria Harbour, in this Colony.

The Attorney-General (the Hon. Mr. J. A. S. Bucknill, K.C.), instructed by Mr. J. H. Kemp (Crown Solicitor), prosecuted, and Mr. Eldon Potter (instructed by Mr. Crewe) defended.

Mr. A. E. Curleton (U.S.A. Acting Consul-General) was present in Court.

The following comprised the jury:—Messrs. John Ross (foreman), M. J. Danenberg, E. B. Raymond, C. F. Heermann, G. Bird, A. Leing, and J. Bentley.

The Attorney-General, in opening the case, said the circumstances which surrounded this case were such that he might fairly say to the jury that they did not constitute one of the more serious cases. The accused was one of the engine-room staff on board the U.S. vessel *Minnesota*, and the deceased was also one of the employees on the ship. On October 28th, while the vessel was lying in the waters of this Colony, the deceased went ashore, and about 10.30 p.m. returned. There was little doubt that the deceased had been drinking, and, according to evidence which would be called before them, he was somewhat under the influence of liquor. The accused seemed to have gone to the engine room's mess to get some coffee, and whilst passing the water tenders' mess-room the deceased made use of rather insulting language. However, nothing happened until the accused, having had his coffee, was going to return to the mess-room in which the deceased was. The deceased had had some beer after he had come on board, and when he saw the accused he got up and said, either that he was going to whip "this old son of a—" or that he was going to fight him. Anyhow the words were either insulting or provocative. "Deceased" got up, and, notwithstanding that one of the officers tried to stop him, went out into the narrow passage and ran after the accused, and, according to evidence, struck him violently on the back of the head and also on the face. There might have been some struggle, but it was clear that one of the officers came up and separated them. Nobody seemed to know that the deceased was hurt, but a few moments later he was discovered in a dying condition on the deck, expiring in a few minutes. A doctor examined the body at the mortuary, and it was found that he had been stabbed three times. When it was discovered that the deceased was dead, the accused was spoken to, and he said, "Well, I hope Wangstrom has sobered up again." Assuming that accused did use the knife, this remark clearly showed that he had not the slightest intention of killing, or of doing any serious injury. Accused, when acquainted with the death of the deceased, expressed contrition and sorrow. The deceased was a very big and powerful young fellow, and he was half drunk. The prisoner was a powerful-looking man, but he (the learned Attorney-General) was told that he was nearer 70 than 60, and his left arm was useless. At the same time, it was his duty to tell the jury that the use of the knife was an act which needed to be justified.

Evidence was then given by George Stein, the quartermaster, a sailor named McDonald, and the third electrician, Harold Maysent.

A WITNESS COMPLIMENTED.

The last named gave a graphic account of the deceased's actions immediately before his attack on the accused. Witness said he heard the deceased remark, "I will get you yet, you old son of a—" "I will fight you." Deceased got up and attempted to run after the accused. Witness tried to prevent him, but he struck him on the head, and forced him aside. Before he could recover himself the deceased had almost reached the accused, and witness saw him strike two blows, and he then ran up and parted them. He did not notice that the deceased was injured at the time.

At the conclusion of witness' evidence, the Attorney-General observed that the conduct of the witness was exemplary.

His Lordship (addressing Mr. Maysent)—I think your conduct was most exemplary, and I shall be glad to convey that expression of the Court to the proprietors of the ship.

Dr. Macfarlane, who examined the body of the deceased at the mortuary, gave evidence as to the nature of the wounds.

Mr. Potter—Is it possible that the wounds could have been caused during the struggle without intention?

Witness—Yes, I should think so in one case, but I don't know that all three could have been. This particular wound, which caused the death, could have been very easily inflicted, as it went between the fifth and sixth ribs, breaking no bones.

Mr. Potter, after the jury had adjourned for tiffin, addressed his Lordship. He said the Crown had not proved possession of the knife.

His Lordship said that it had been proved in regard to the wounds that they were consistent with a knife of the description of the one produced, and they had proved that the knife was taken to the refrigerating room. It was for the jury to decide whether accused had a knife or not.

Mr. Potter—If the jury are satisfied that the prisoner stabbed the deceased—let us assume that for the sake of argument—and that the knife had been used by the prisoner in order to defend himself from serious violence or under any real apprehension of it and so used it in defence, he would be justified.

Learned Counsel quoted authority in support of his point. He submitted that a man was entitled to shoot another down if he were in fear of serious injury. If this contention were correct, then he submitted that his Lordship would have to return a verdict of not guilty at once. He (learned Counsel) went so far as to say that there was only one class of evidence before his Lordship, and it proved that this old man was in serious bodily danger. He put it that if this case were tried at Home, where there was a Criminal Appeal, if the jury found the prisoner guilty of manslaughter, the Court of Appeal would quash that conviction. Was there any evidence that would show that there was no reasonable apprehension? There was no quarrel between the two men at the time; it was the deceased, avowedly going after him for the purpose of doing him serious bodily harm. Accused was pursued, overtaken, and hit a violent blow over the head and received another blow on the face. The Crown witnesses proved the avowed intention of the deceased to inflict an injury upon the old man. There was no case to go to the jury on this charge. The Crown had brought out every fact that was material—and of assistance, to the prisoner in the case. Then, in regard to the words of the deceased, he submitted that they could only have one meaning, and they amounted to an actual threat of killing. Although Mr. Maysent attempted to prevent the deceased in his object, he pushed him aside with violence and ran out of the cabin to pursue the accused. He submitted that the evidence was all one way, and that no jury could find that in these circumstances the accused had no grounds for believing that he was in danger of bodily harm. He asked his Lordship to direct the jury to return a verdict of not guilty.

His Lordship—If the jury are satisfied that the prisoner had reasonable ground for believing he was in danger of harm, the jury would be able to find a verdict of justifiable homicide—in other words, they would acquit him. It was a question for the jury.

Mr. Potter—With great respect, my Lord, I submit that it is a matter of law. The Attorney-General, on being asked for his opinion upon the subject, said it was a matter for the jury. His Lordship knew he was not anxious to put this man in a more difficult position than he was in at the time, but it would be seen that whether this man was justified in using a knife or not was a very serious question.

The Court then adjourned for tiffin, and on resuming.

His Lordship said he had come to the conclusion that the case should go to the jury.

Mr. Potter, in his address to the jury, said the accused was a married man with a family, and he was nearly 70 years of age. He was now in the dock on a charge of manslaughter as a result of that unfortunate set of circumstances which the Crown had detailed. It was always a serious thing for any man to be charged with manslaughter, but an adverse verdict in this case would be especially serious by reason of the fact that this old man was a member of a Benevolent Society.

His Lordship—I do not wish to stop you, but it is not evidence.

Mr. Potter—My Lord, I can show the jury how serious this is for the prisoner. We all appreciate that even if the Court did find a verdict of guilty in this case it is obvious from the way that the

case has been put before the jury that the Crown is not asking for a severe punishment; but apart from the subject of punishment the case is of extreme importance. He belongs to a Benevolent Society and has paid into that Society a very large sum of money. By the rules of that Society, if a member were convicted of felony he would lose the benefit of his subscriptions.

His Lordship—It will be my bounden duty to tell the jury that it has nothing to do with the case, at all. The sole question they have to decide is whether, on the evidence, this man is guilty or not guilty.

Mr. Potter accepted his Lordship's intimation, and proceeded to put before the jury the other arguments for the defence. He contended that if the deceased were alive to-day, he would be liable to be brought there and charged with attempting to do serious bodily injury, and there was ample evidence to cause his conviction. He also contended that the wound which caused the deceased's death might have been inflicted without any knowledge on the part of the accused. The accused might have warned him, and in the struggle the wounds might have been caused without intention. It was a very serious thing for the accused, whose past was blameless.

The Attorney-General, in replying, said it was an unpleasant task for him to have to prosecute the accused, and it was equally unpleasant for the jury to have to judge, but they were duties which they had to perform. He (the learned Attorney-General) had a duty not only to the deceased but also to the public, and that duty was to see that the peace of His Majesty was maintained and to put before them impartially the circumstances, that they might be able to judge whether what had been done was right or wrong. He wanted to draw their attention to a point which had perhaps been a little lost sight of. It was very distressing to see an old man like the accused in the dock with a record for past years which, as far as he knew, was practically blameless, but at the same time he contended that it was even more distressing to think that a young man in his prime had been hurried out of this life.

His Lordship reviewed the evidence, and after retiring from the Court for about five minutes the Foreman announced that the jury found the prisoner not guilty.

Accused was then discharged.

HONGKONG VOLUNTEER RESERVES.

A field day on a small scale took place on Sunday last amongst the members of the Volunteer Reserves, sixty members being on parade. His Excellency the Governor was present, and was accompanied by Capt. C. V. S. Skrimshire, Staff Officer of the Hongkong Volunteer Corps. The Company embarked on the Government steam yacht *Stanley* at 10.30 and Castle Peak was reached shortly after noon. After disembarking the Company was marched to some higher ground, where a very useful lecture was delivered by Capt. Skrimshire on the duties and formations of Infantry in extended order and attack formations, after which the Company was practised in extended order drill until 1.30, when a most welcome lunch was served through the hospitality of His Excellency. After lunch, blank ammunition was served out and a section was told off under the command of Mr. W. L. Carter to form a defending force, the remainder of the Company, under the command of the President, Mr. G. H. Wakenian, being divided into firing line, supports and reserves with Dr. Evan Jones, Mr. L. G. Bird and Mr. Thornhill as section commanders. After advancing about a quarter of a mile "enemy in sight" was signalled by the Scouts; the firing line was then extended and shortly after opened fire on the enemy, who were found to have taken up a very strong position on a line of hills about three-quarters of a mile away. Part of the ground to be covered by the attacking force proved to be very rough, making a steady advance a difficult matter. The firing line, having received a check owing to the heavy fire of the defenders, were reinforced by the supports, and the advance continued to within 200 yards of the enemy, when the "cease fire" was sounded. After a short rest the Company re-embarked on the *Stanley* and Hongkong was reached at 8 p.m., after a very enjoyable day. On the way home Capt. Skrimshire addressed the Company on the different moves carried out and pointed out some tactical errors which had been committed.

GOLD STANDARD FOR CHINA.

It is rumoured in Chinese circles that the Government will very shortly decide upon a gold standard for China. How it is to be done or what steps will be taken for that purpose is not known. The only result of the rumour at present is the activity of the gold speculators, who appear to be under the delusion that they can corner gold. Some operations on rather a large scale have taken place during the last two days. *N.C. Daily News.*

CANTON.

CANTON, November 1st.

PROCLAMATION OF REPUBLIC IN KWANGTUNG. According to the old calendar the 19th day of the ninth moon was the anniversary of the proclamation of the republic in Kwangtung, and in some quarters this was celebrated on that day, i.e., last Monday. The Government, however, decided to count a year by the Angustian Calendar from the event, and thus cause the anniversary to fall on the 9th of November, which is to be observed as a general holiday and thanksgiving day. Preparations are being made to have a procession or fireworks or something like in honour of the day.

NEW RIFLE RANGE.

The Army Commissioner has been on the lookout for some time for suitable spots for rifle ranges for the use of the troops and has decided to have one made at the foot of the White Cloud Hills. The ground is very suitable for this purpose and a great deal of work will not be necessary to complete the range. Estimates from contractors were asked for, and the lowest one of \$840 was accepted. The work, we believe, is now going on and is to be completed soon.

NEW ROADS IN THE CITY.

After the revolution the new Government were animated by the splendid idea of making some modern streets and roads in and around Canton, and it was only a few weeks after they came into office when they commenced to knock down the city wall. The idea was to drive a broad military road right round the city and also to construct other connecting roads, but it fell through on account principally of want of money. Soldiers were at first employed in demolishing the wall, but this method was discovered to be very expensive and very slow, so latterly it was given out to private contractors. Little has, however, been done so far, and now we have a new scheme promulgated by the authorities which they intend to carry through if they can raise the money.

Wing Hon Street is to be converted into a broad modern street and the work is to be completed in a year's time at a cost of \$400,000. A road at Tai Sha Tow is to be completed in three years, and one around the city on the line of the wall where electric cars will be run also to be completed in three years is the other part of the programme. It is doubtful, of course, at the present time when this work can possibly be carried out; but if it is completed it will greatly improve the city and enable people to get about fairly comfortably. It has been before the authorities several times to run cars on the new bund, which would be sure to be greatly patronised, but the bund is rather narrow for that and it has been decided not to do so. If this road round the city is built and connected with these other two mentioned it will make Canton quite a modern city.

THE PAPER CURRENCY.

There are two kinds of bank notes in circulation in Canton—the old ones which were in circulation before the revolution and new ones which have been circulated since. It was rumoured a few days ago that the old notes were to be no longer recognised as legal currency, and this caused a good deal of talk and speculation as to what would happen. After the revolution the Government took in all the old notes and had them chopped, thereby recognising them and taking over the liability of the previous Government, so that an incident of this kind would be very serious. The Governor has eased all minds yesterday by issuing a proclamation that these rumours have not any truth in them and that one note is as good as another.

CANTON, November 2nd.

ROBBERIES IN HONAM.

During the last few days there have been several very daring robberies in Honam and it seems as if the place is not sufficiently policed. Last night about nine o'clock a band of robbers made an attack on a house near Chow To Chu, and might have made a clean sweep of the place, but for the fact that one of the occupants succeeded in escaping and giving an alarm. The robbers were arrested, and they are believed to be members of the gang which has been doing all the mischief in Honam during the past fortnight.

CARRYING OUT SILVER FROM THE CITY.

No person is allowed to take more than \$50 worth of silver out of Canton, and this rule is being strictly adhered to and offenders punished by money in excess of this being confiscated. Two days ago a silk boat left Canton for the Shun Tak district and was discovered she had on board over \$2,000 worth of silver. The boat was searched by a river cruiser and on the discovery being made was brought back to Canton and handed over to the Navy Commissioner. Also, quite a number of passengers have been stopped boarding junks and steamers and searched for silver, the searches in many instances proving successful.

TIMBER CUTTING IN POK LO.

Complaints have been received that the numerous trees on the mountains known as Lo and Fu in the Pok Lo district are fast disappearing and that this is spoiling the beauty of the place. Timber mer-

chants have been very busy here lately and if matters are allowed to proceed in this line soon there will not be a tree to be seen. The Industrial Commissioner has taken this matter up and sent a man to investigate the matter, as the people in the district believe that the absence of the old forests is offending the dieties.

A NEW LEPROS HOSPITAL.

Some time ago the Police Commissioner decided to remove the leper asylum to a lonely island where these afflicted persons could be properly isolated. It has been decided, however, to join with the German Missionaries, who have a leper asylum on a secluded island near Shik Sung. It has been decided to continue to use this as a leper station for men and to purchase another island some distance off and build an hospital for women. The Government has decided for the present to vote \$30,000 for this purpose, and further grants will also be made when the scheme is fully working.

THE CANTON-HANKOW RAILWAY.

SUGGESTED ALTERATION OF ROUTE.

From the *Central China Post* (Hankow) we take the following:—

"Now that the loan agreement relating to the Hukwang railway is being revised, the time is opportune to suggest that the route of one of the lines—that from Hankow to Canton—could be changed with great advantage. The line that has been marked out, and surveyed in detail over a part of its length, follows the river course about as closely as it can. It is a proverb among those familiar with industrial conditions in China that a railway competing with water transport cannot pay. The Shanghai-Nanking railway is suffering from that great drawback and is in consequence doomed, in the opinion of some who are competent to judge, to run always at a loss. This is the more regrettable as the line is considered exceedingly well built. As the same constructing engineer is engaged on the Hankow-Canton line, a good job is likely to be made here also. But it will be worse than waste if his efforts turn out a railway that will not pay.

The present engineer has had no say as to the general route to be followed. It was laid down in the loan agreement that the line must pass through Yehow and Changsha—that is, that it must run alongside the greatest waterway of China. How the promoters could have conceived it possible to win profits while competing with such cheap means of transport as river junks and tug-drawn lighters is beyond our imagination.

Another route is available that would avoid this deadly water competition. It is the direct route from Wuchang to Canton. The country it would tap is very rich, and its wealth would be multiplied manifold by the coming of the railway. The harvest lands produce grain in abundance; and in places coal is to be had by the digging of a pick into the hillsides. But the only means of transport is the river's path. We travelled over this country some years ago and found rice selling there at \$2 a picul when the market price at the nearest river port was \$8; and we saw coal sold at a dollar a ton, instead of the charge of \$10 then made in Hankow. One does not need to use the differential calculus to find out what a railway would be to the producers and the consumers of this rice and this coal. No such benefit can be gained from a railway from Changsha to Wuchang, as there is already good, cheap transportation between these places. What is more, the direct-route line would pay handsomely. In our opinion, the engineering difficulties would be less on this route than on the river bank line. We are convinced that the advantages of the direct route are so great that it would pay to drop the money already spent on the survey of the Hankow-Yehow line and to begin the whole work anew.

Now that the agreement is being revised, we would urge the Ministry of Communications and the lending banks to have an engineer and a commercial expert sent to inspect the two routes. The direct route has never been moved to an expert. The river route seems to have been selected thoughtlessly by the original surveyor, Mr. Parsons, and his lead has been followed without consideration of the fact that railways cannot compete with rivers.

The *Peking Daily Telegraph* states that the attention of the Board has already been drawn to this matter.

JAPANESE STEAMSHIP COMPETITION IN INDIA.

Concerning the question asked recently in Parliament by Sir John Rees, as to whether the British Government was taking any steps to protest against Japan's prohibition of coasting trade to foreign steamers, the *Asahi* remarks that it is a repetition of a question he asked some time ago, and has been moved to revive by the keen competition which has sprung up between the British India S.N. Co. and the Nippon Yusen Kaisha. The *Asahi* goes on to make the remarkable statement that the B.I. line is held in detestation by the Indians, but that the strong corporation of white men who control it "intend to make a demonstration against the British Government," and to induce the Government of India to lodge a protest in Parliament against the N.Y.K. Calcutta service. These statements show a rather hazy idea on the part of our contemporary as to the relationships of the various parties affected. The B.I. Company employs many thousands of Indians, who certainly have no reason to detest their employers for the benefit of the N.Y.K. The *Asahi* thinks that the fact that America restricts her coasting trade to her own vessels is sufficient reason for the British Government refraining from making any protest against Japanese companies competing in the Indian coasting trade. The line of reasoning is not strikingly clear, but this is hardly to be wondered at in view of the very hazy ideas held in the highest official quarters of the meaning of "reciprocity." *Japan Chronicle.*

INTIMATIONS

HUMOUR ON WRISTS KNEES AND FEET

Doctor Said He Had Eczema as Bad as Anyone Could. Got No Rest. A Little Cuticura Ointment Cured Him.

"When my husband's eczema started first, it was a swelling in his face and he could hardly see out of his eyes. Then it started to come out in humors on his wrists, knees and feet which were the worst parts of all, the other parts of his body being broken out in spots. They irritated something shocking and he could not rest with it. I sent for a sample of Cuticura Ointment and while I had sent for that a lady gave me some in a small tin, about as much as the sample tin. My husband used all but a very little so you see it didn't take much to cure him. Before he tried the Cuticura Ointment he went to the doctor who said my husband had eczema as bad as anyone could, and gave him some medicine but that did him no good. We think if it hadn't been for the Cuticura Ointment he would still have had eczema, but I soon went after using the Cuticura Ointment." (Signed) Mrs. E. E. Reeve, Newenden, nr. Wickford, Essex, England, July 13, 1911.

One of the most successful treatments for eczema, whether applied to the youngest infant or the oldest person, is not baths with Cuticura Soap and gentle anointings of Cuticura Ointment. For more than a generation, these pure, sweet and gentle emollients have proved the most efficient agents in the speedy and permanent relief of all forms of eczemas, rashes, itchings and irritations of the skin and scalp. A single set is often sufficient. Although Cuticura Soap and Ointment are sold throughout the world, a liberal sample of each with 32-p. book on the treatment of all skin and scalp affections, will be sent post-free in application to the nearest depot: F. Newberry & Sons, 27, Chatterhouse Sq., London; R. Towns & Co., Sydney; N. S. W.; Tennant, Ltd., Cape Town; Muller, Madson & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

89-19

Chs. J. Gaupp & Co.,

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CHATER ROAD.

CHRONOMETER-MAKERS,

WATCHMAKERS,

JEWELLERS AND OPTICIANS.

FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET

WATCHES.

ENGLISH MOUNTED CHINESE JADE

JEWELLERY.

MAPPIN & WEBB'S

SILVERWARE,

OUTLERY and

PRINCES PLATE.

45

OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

LARK & Co. SCIENTIFIC OPTICIANS. 107, BLOOMSBURY, CHATER RD. HONGKONG.

75

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NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE UNDERSIGNED RESUMES CHARGE from this date.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 5th November, 1912. [1287]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE UNDERSIGNED RESUMES CHARGE from this date.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 5th November, 1912. [1288]

S.S. "DACRE CASTLE."

TENDERS are invited by the Undersigned, on behalf of the Underwriters, for purchase of the wreck of the above Steamer as she lies at Koolung.

For further particulars apply at our Office, 8A, Des Vaux Road.
GILMAN & Co.,
Lloyd's Agents.
Hongkong, 5th November, 1912. [1289]

PUBLIC AUCTION.

THE UNDERSIGNED has received instructions to sell by Public Auction,
On MONDAY,
the 11th November, 1912, commencing at 2.30 P.M., at No. 4, Old Bailey,
A LARGE QUANTITY OF
VERY VALUABLE
HOUSEHOLD FURNITURE.

Comprising—
Fine Stained Teak Dining Room Suite (SIDEBOARD, SILVER CABINET, TABLE and MOROCCO COVERED CHAIRS), TEAK OVERMANTLES, CUTLERY, GLASS and CROCKERY WARE, etc., etc.
Silk Tapestry Covered Drawing Room Suite, OCCASIONAL TABLES, CANTON BLACKWOOD FLOWER STAND, FINE CHERRY WOOD ROUND TABLE, LACE CURTAINS, VELVET POLE STAIR CARPET and BRASS RODS, BUGS, AMERICAN ICE CHEST, etc., etc., etc.
FINE BRASS DOUBLE BEDSTEADS, OAK WARDROBES with Bevelled Mirrors, TEAK TOILET TABLES and WARESTANDS, OAK CHEST-OF-DRAWERS, TOILET CROCKERY, etc., etc.
ELECTRIC FITTINGS, CEILING and DESK LAMP.

GRAND PIANO by "Collard and Collard," in excellent condition.
VICTROLA GRAMOPHONE (almost new) and Records (cost £820).
GRANDFATHER CLOCK.
On View from FRIDAY, the 8th November. Catalogues will be issued.
Terms—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 5th November, 1912. [1290]

FOR SHANGHAI.

THE F. & O. S. N. Co.'s Steamship
"ASSAYE,"
Captain G. W. Cockman, R.N., will leave for Shanghai on FRIDAY, the 8th inst., at D'light. For Freight or Passage, apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 5th November, 1912. [1291]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM LEITH, MIDDLESBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be counterchecked by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th November, 1912. [1291]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

NEW ADVERTISEMENT

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains—
Far Eastern News.

Leading Articles—
The Budget Debate.
The Military Contribution.
The Salt Revenue in China.
A Strike in Hongkong.
Japan and China.
Japan and Korea.

Random Reflections.

Hongkong News.

The Magistracy.

Appointments.

A Pension Minute.

China and East Indian Squadrons.

The Affray on the "Minnesota."

A Lavish Sampan Fare.

The Loss of the "Dacre Castle."

Visit of General Sir Ian Hamilton.

General Sir Ian Hamilton and S'hai. Vol-
unteers.

Shipping Notes.

The Peak Burglar.

British Launch Pirated.

The Lighting of Kowloon.

Wedding at St. John's Cathedral.

A German Wireless News Service in the
Far East.

Fire at Ellis Kadoorie School.

Presentation at Kowloon Dock.

Riesha and Chair Coolies on Strike.

A Harbour Story.

The Scarcity of Water.

Death of Mr. J. H. Lewis.

Death of Captain Brinkley.

New Lighthouse in Canton District.

The A.D.C. at the Theatre.

Portuguese Sportsmen Arrested by Chinese.

The New Assistant Postmaster-General.

Society of St. Vincent de Paul.

French Convent Bazaar.

Joseph Chamberlain Birthday Shilling Fund.

The Mercantile Bank Note Security.

Boom in Chinese Tin.

Sir Claude MacDonald's Farewell.

Hongkong Golf Championship.

The Typhoon at Cebu.

The New Singapore Dock.

Interport Cricket.

Hongkong Legislative Council.

French Indo-China.

Hongkong University and Athletics.

Living in Japan.

Appointment of Foreign Advisers.

General Sir Ian Hamilton.

The Republic of China.

Dist. English Visitors to Peking.

The Confucian Society.

Hongkong Volunteer Corps.

Subsidy for the E. and A. Steamship Co.

Supreme Court.

Chinese Soldiers Returning from Tibet.

Correspondence—

The Pokfulam Reservoir.

The Prison Staff.

The Water Supply.

Jubilee Road Round the Island.

Lost Dogs.

Macao Notes.

Races for Waters at Shanghai.

Local Sport.

Canton News.

Shamone Municipal Council.

Chinese Boycott of Japanese Goods in
Manila.

Company Meeting—

Hongkong and South China Steam
Fisheries Co., Ltd.

Telegrams.

The Hongkong Post Office.

The Salt Gabelle Revenue of China.

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Hongkong, 5th November, 1912.

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A CHINESE PARTNER (Cantonese preferred), with Ten Thousand Dollars Cash, for an Established Business. Good opportunity for an energetic, Young Man.

Apply in first instance to—
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Care of "Daily Press" Office.
[1221]

WANTED.

BY MARRIED COUPLE TO SHARE
FURNISHED HOUSE on the Higher
Levels.

Apply to—
"F. E. D." Office.
Hongkong, 12th October 1912. 1057

NOTICE.

ST. ANDREW'S SOCIETY.
ANNUAL BALL.

OWING to unforeseen circumstances the
dates for the PRACTICE DANCES
have been altered to the following Dates:

THURSDAY, 14th instant.
WEDNESDAY, 20th
WEDNESDAY, 27th

A. B. POLLOCK,
Hon. Secretary.
Hongkong, 2nd November, 1912. [1281]

TO BE LET OR SOLD.

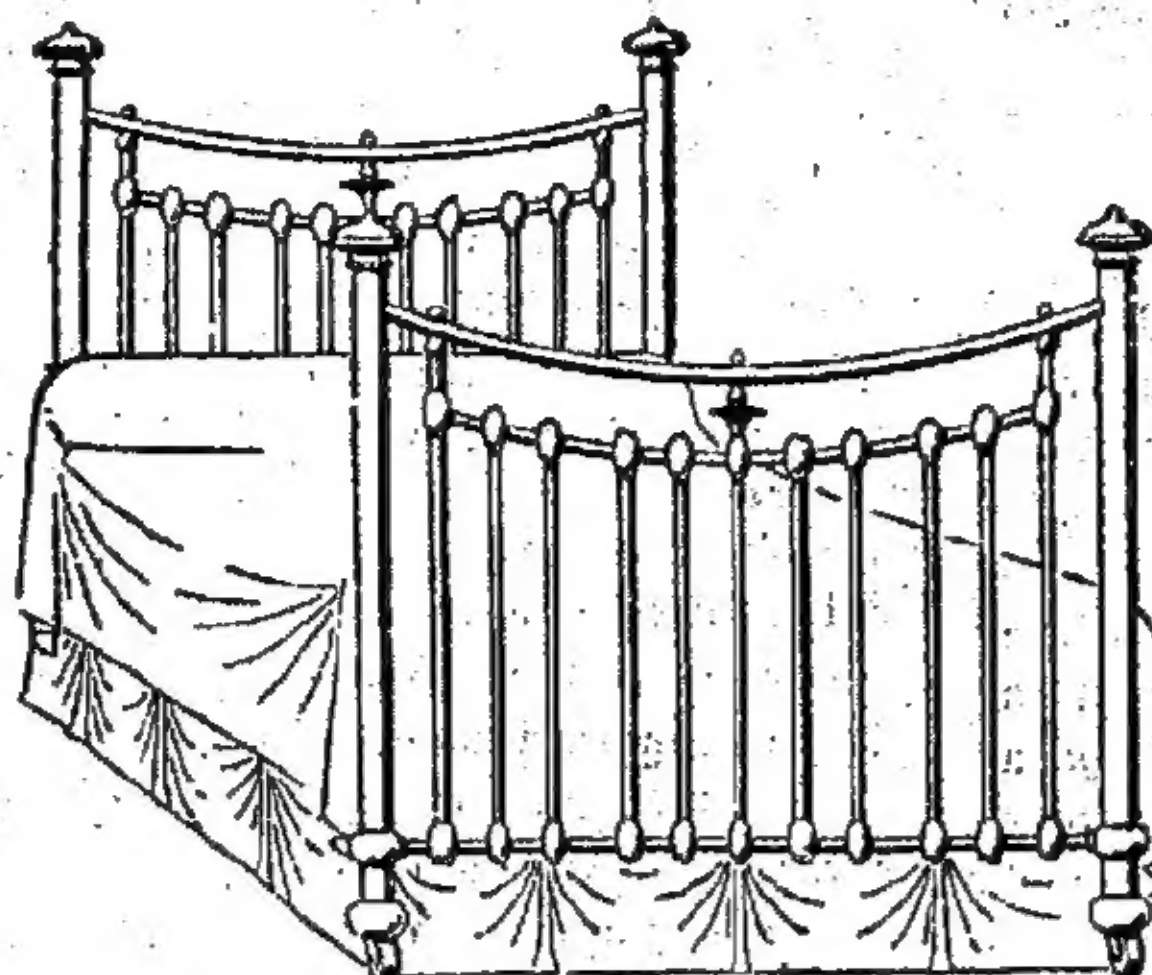
BICTON, 117, PLANTATION ROAD, PEAK.

DENNIS & BOWLEY.
Hongkong, 28th October, 1912. [1282]

LANE, CRAWFORD & Co.

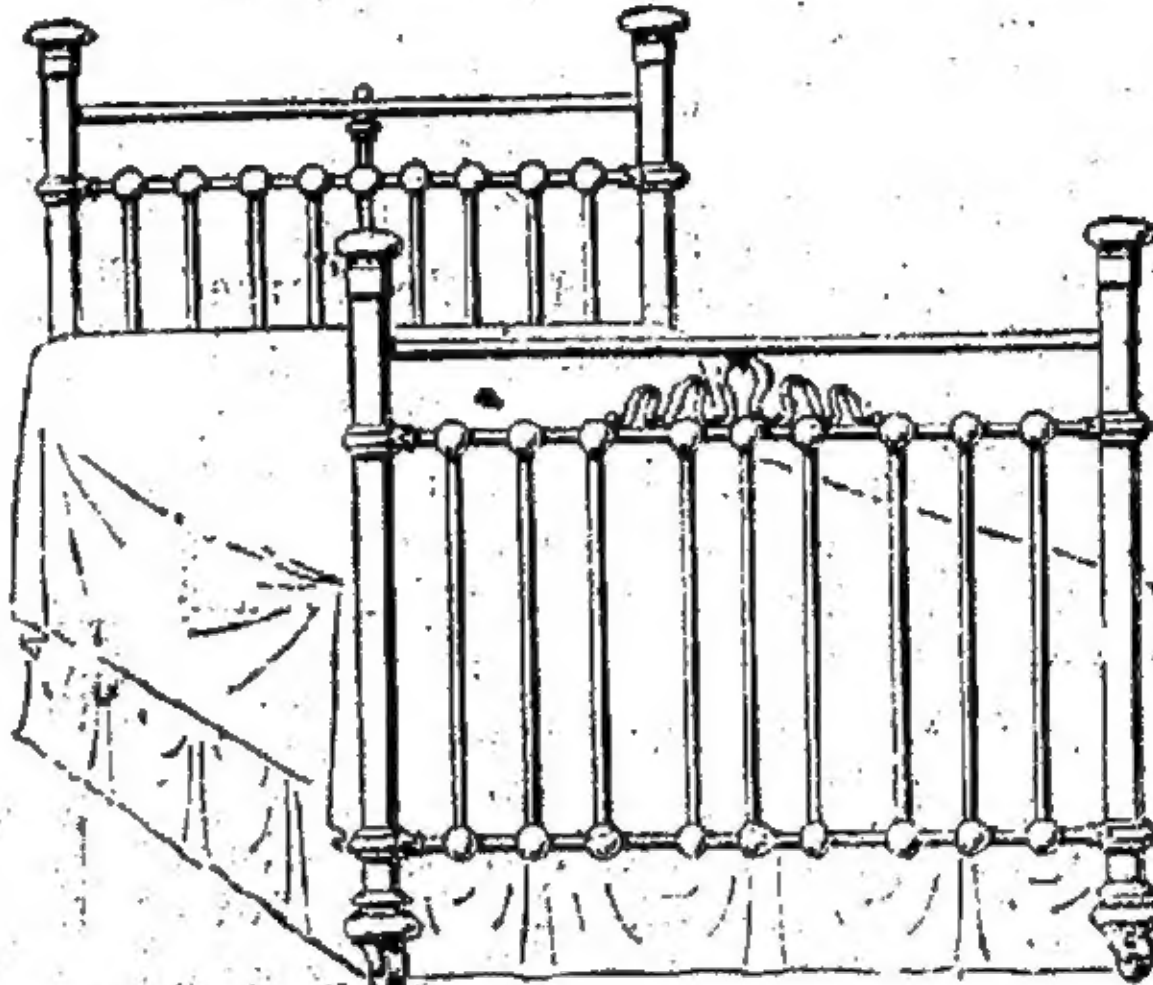
(TELEPHONE 97.)

BEDSTEAD DEPT.



THIS PATTERN
BRASS
MOUNTED
ENAMELLED
APPLE GREEN
SIZE
5 ft. by 6 ft. 6 in.

AND THIS DESIGN
SAME SIZE
ENAMELLED
WHITE
\$45.00
EACH.



LANE, CRAWFORD & CO.

INTIMATIONS

G. R.
CITY AND HILL DISTRICT
WATER WORKS.

AS the Rainfall during the Current Year has been much below the average and as the Dry Season has set in earlier than usual, the City and Hill District are threatened with a serious shortage of Water. The Co-operation of the Public in preventing the waste or extravagant use of Water and in expediting every possible economy in its use is invited.

W. CHATHAM,
Water Authority.

Public Works Office,
Hongkong, 30th October, 1912. [1271]

G. R.

CITY AND HILL DISTRICT
WATER WORKS.

IT IS HEREBY NOTIFIED that, in consequence of the threatened shortage of Water during the present Dry Season, the Services to Houses in the Hill District will be disconnected from the Mains as soon as Public Fountains, from which a Supply of Water can be obtained, have been erected in the Streets. The erection of Public Fountains is about to be proceeded with and the Services to Houses will be disconnected as the provision of such fountains proceeds.

W. CHATHAM,
Water Authority.

Public Works Office,
Hongkong, 30th October, 1912. [1272]

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on TUESDAY, the Twelfth day of NOVEMBER, 1912, at 12 o'clock Noon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the Fifteenth day of October, 1912, will be submitted for confirmation as a Special Resolution.

That the regulations contained in the printed document submitted to the Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

By Order,
W. E. CLARKE,
Secretary.

Dated the 15th day of October, 1912. [1223]

STOCKTAKING SALE

(FOR ONE MONTH ONLY).

SILK FANCY GOODS
of all kinds

AT EXTREMELY LOW PRICES.

BARGAINS! BARGAINS! BARGAINS

D. CHELLARAM,
56, Queen's Road.
Hongkong, 7th October, 1912. [1183]

INTIMATIONS

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES AND AGENTS:
Amoy, Swatow, Tainan
Canton, Kobe, Tamsui
Cebu, Nagasaki, Yokohama
Fuzhou, Osaka
Keelung, Shanghai

HONGKONG OFFICE:
3, DES VEAUX ROAD.

Interest allowed on Current Accounts
Deposits received on terms which may be had
on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st July, 1911. [1279]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the
Minimum Monthly Balances at 3½ per cent.
per annum.

Depositors may transfer at their option
balance \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
N. J. STABB,
Chief Manager. [12]

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama

CAPITAL AND SURPLUS ... \$7,050,000
equal £1,450,000

EVERY DESCRIPTION OF BANKING
BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year
at 4 per cent. per annum, or for shorter
periods, at rates which may be ascer-
tained on application.

BILLS NEGOTIATED AND COLLECTED.
MAIL and TELEGRAPHIC REMIT-
TANCES made.

LETTERS OF CREDIT and DRAFTS
granted on all the principal cities in
the World.

THE BANK'S CIRCULAR LETTERS OF
CREDIT are available all over the
World.

COMMERCIAL LETTERS OF CREDIT
issued.

PURCHASE and SALE of Stocks and
Shares effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 2nd November, 1912. [1246]

BANKS

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,135,000
PAID UP ... 882,000
RESERVE FUND ... 365,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Cebu, Colon, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKS:
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange
business transacted. Stocks and Shares
bought and sold on account of Constituents.
Letters of Credit granted on Agents and
Correspondents all over the world.

INTEREST allowed on Current Accounts at
2 per cent. per annum on Daily Balances and on
Fixed Deposits at rates which may be
ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 7th September, 1912. [1299]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITIES OF
PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General
Banking business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

NEDELANDSCH-INDISCHE
HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,622,151,27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANKERS.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives money
in Current Account at the rate of 2 per cent. per
annum on Daily balances and accepts Fixed
Deposits at the following rates—

12 months 4½ per annum.
6 months 4 per annum.
3 months 3½ per annum.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vaux Road Central.
Hongkong, 7th August, 1912. [122]

THE
YOKOHAMA SPECIE BANK
LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,850,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Amoy, Canton, Cebu, Colon, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama

Antung-Hsien, Liao-Yang (Port Arthur),
Bombay, Calcutta, Cebu, Colon, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama

Dairen (Dalny), Nagasaki, Tientsin,
Fengtien (Mukden), Newchwang, Tientsin,
Hankow, Osaka, Peking,
Hokkaido, Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to
be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 3rd October, 1912. [1443]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000
RESERVE FUNDS—
STRESSBURY ... £1,50

WEATHER REPORT.

On the 4th at 11.15 p.m.—Pressure has decreased moderately along the E. coast of China, S. Japan and Annam. It is stationary in the neighbourhood of Hongkong.

Pressure is highest to the East of Japan. The approximate position of the typhoon at 6 a.m. this morning was latitude 14 deg. N. and longitude 113 deg. E. travelling West or W.S.W. The coast near Tourane is threatened.

Light or variable winds are indicated along the E. coast of China and moderate E. winds over the northern portion of the N. China Sea. Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

| DISTRICT | FORECAST. |
|---|----------------------------------|
| Hongkong & Neighbourhood | Variable winds squally. |
| Formosa Channel | The same as Hongkong and Lamook. |
| South coast of China between Hongkong and Lamook. | No. 1. |
| South coast of China between Hongkong and Hainan. | The same as Hongkong and Hainan. |
| E. winds, moderate; fine. | No. 1. |

CHINA COAST METEOROLOGICAL REGISTER.

4TH NOVEMBER, A.M.

| Station. | Hour. | Barometer. | Temperature. | Humidity. | Direction. | Force. | Weather. |
|--------------|-------|------------|--------------|-----------|------------|--------|----------|
| Vlonteck | 7a. | 29.73 | 48 | 98 | SE | 2 | c |
| Namur | 6a. | 30.20 | — | — | NNW | 3 | o |
| Hakodate | 30.11 | — | — | — | — | 0 | 1 |
| Tokio | 30.24 | — | — | — | NNW | 1 | — |
| Kochi | 30.11 | — | — | — | SE | 5 | — |
| Nagasaki | 30.03 | — | — | — | SE | 5 | — |
| Kagoshima | 30.06 | — | — | — | SE | 2 | — |
| Oshima | 30.04 | — | — | — | SE | 1 | — |
| Maha | 30.01 | — | — | — | SE | 1 | — |
| Ishijima | 29.97 | — | — | — | S | 3 | — |
| Bonin Is. | — | — | — | — | — | — | — |
| Chefoo | 29.83 | 56 | 94 | — | W | 3 | b |
| Waihaiwei | 29.83 | 56 | 94 | — | W | 3 | b |
| Hankow | — | — | — | — | — | — | — |
| Kinkiang | 29.89 | 54 | 95 | — | WNW | 1 | o |
| Shanghai | 29.91 | 66 | — | — | SW | 1 | o |
| Gataif | 29.96 | 69 | — | — | — | 2 | o |
| Sharp Peak | 7a. | 29.96 | 69 | — | — | 2 | o |
| Amoy | 6a. | 29.97 | 68 | 85 | W | 2 | b |
| Swatow | 7a. | 29.97 | 69 | 89 | — | — | b |
| Taihou | 5a. | 29.97 | — | — | SW | 2 | o |
| Taihu | 29.97 | — | — | — | — | 3 | — |
| Taiwan | 29.98 | — | — | — | NE | 2 | — |
| Koshu | 29.96 | — | — | — | N | 2 | — |
| Pescadore | 29.93 | — | — | — | N | 4 | — |
| Canton | 9a. | 30.00 | 75 | 81 | E | 2 | b |
| Hongkong | 6a. | 29.98 | 73 | 83 | E | 1 | o |
| Viet. Peak | 7a. | — | — | — | — | — | — |
| Gap Rock | 6a. | 29.93 | — | — | E | 3 | o |
| Macao | 29.95 | 75 | 82 | — | NE | 1 | o |
| Wuchow | 9a. | 30.01 | 77 | 82 | E | 2 | o |
| Kohok | — | — | — | — | — | — | — |
| Phikoi | — | — | — | — | — | — | — |
| Phulien | 6a. | 29.89 | 75 | — | SE | 3 | o |
| Tourane | 29.89 | 72 | — | — | — | — | — |
| C. St. James | 29.86 | 75 | — | — | — | 0 | o |
| Apur | 29.93 | — | — | — | — | 1 | b |
| Manila | 29.91 | — | — | — | SE | 1 | o |
| Legaspi | 29.90 | — | — | — | — | 0 | b |
| Bohol | 9a. | — | — | — | — | — | — |
| Moilo | — | — | — | — | — | — | — |
| Cebu | — | — | — | — | — | — | — |
| Labuan | 29.93 | 83 | — | — | — | — | — |

T. F. CLAXTON, Director.

Hongkong Observatory, November 4th, 1912. 1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort's Scale.

6 STATE OF WEATHER, b blue sky, o detached clouds, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, equally, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 4th

| | Previous Day | at 2 p.m. | at 6 a.m. | at 9 p.m. |
|----------------|--------------|-----------|-----------|-----------|
| Barometer | 29.90 | 29.98 | 29.93 | 29.93 |
| Temperature | 75 | 73 | 83 | 83 |
| Humidity | 75 | 84 | 84 | 84 |
| Wind Direction | East | East | ESE | ESE |
| Force | 3 | 1 | 1 | 1 |
| Weather | o | o | b | b |
| Rain | — | — | 0.00 | — |

Highest open air Temperature on 3rd ... 77
Lowest open air Temperature on 3rd ... 71

HONGKONG TIDE TABLE.

From 5th to 11th November, 1912.

| Days of Week | Days of Month | HIGH WATER. | | | LOW WATER. | | |
|--------------|---------------|--------------------|---------|--------------------|------------|--------------------|---------|
| | | H'cong. Mean Time. | Height. | H'cong. Mean Time. | Height. | H'cong. Mean Time. | Height. |
| Tues. | 5 | h. m. | ft. in. | h. m. | ft. in. | h. m. | ft. in. |
| | | 6 19 | 6 8 | 6 42 | 2 1 | | |
| Wed. | 6 | 7 8 | 6 7 | 6 50 | 3 6 | | |
| | | 7 40 | 6 4 | 7 16 | 2 4 | | |
| Thurs. | 7 | 8 8 | 6 5 | 7 41 | 2 8 | | |
| | | 8 38 | 6 9 | 8 17 | 2 8 | | |
| Fri. | 8 | 9 6 | 6 2 | 9 20 | 2 2 | | |
| | | 9 28 | 7 3 | 10 3 | 1 7 | | |
| Satur. | 9 | 10 2 | 7 8 | 11 3 | 1 7 | | |
| | | 10 57 | 7 6 | 12 3 | 1 4 | | |
| Sun. | 10 | 11 5 | 7 4 | 1 3 | 1 4 | | |
| | | 12 20 | 8 3 | 2 3 | 1 4 | | |
| Mon. | 11 | 1 13 | 8 0 | 3 4 | 1 3 | | |
| | | 2 45 | 8 0 | 4 45 | 1 3 | | |

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE 1912. With Index. Price \$7.50. On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 26th August, 1912

NEED FOR WIRELESS.

THE CASE OF CROWDED COOLIE SHIPS.

The need for wireless telegraphy on ships carrying more than a few passengers is capably discussed by a writer, signing himself "Tolanthe," in the September issue of the *Nautical Magazine*. The author is evidently an individual connected with the Eastern interport trade, and he applies his remarks specially to the conditions of the coolie-carrying business of China and India. In the course of the article he says:—Too much cannot be said in regard to the praiseworthy action of the United States Government whereby they have made it compulsory for all vessels trading to their ports, having 50 or more persons on board, to be fitted with wireless telegraphy, and the writer hopes that our own Government will shortly realise the urgent necessity for legislation enforcing the equipment of British vessels with an installation capable of communicating over a distance of at least three or four hundred miles. Especially is such a law required in the case of vessels engaged in the emigrant and coolie trades, such vessels often leaving port with from 1,500 to 4,000 people on board. In the latter, granted the majority are only coolies, still even coolies are human, and as such are burdened with souls, also family ties, etc., which render their lives as precious to someone as those of the passengers on the big liners, which liners, needless to say, are equipped with the latest and most up-to-date wireless installations. Were they not, the management would soon perceive a decided falling off in their bookings in favour of some more go-ahead company.

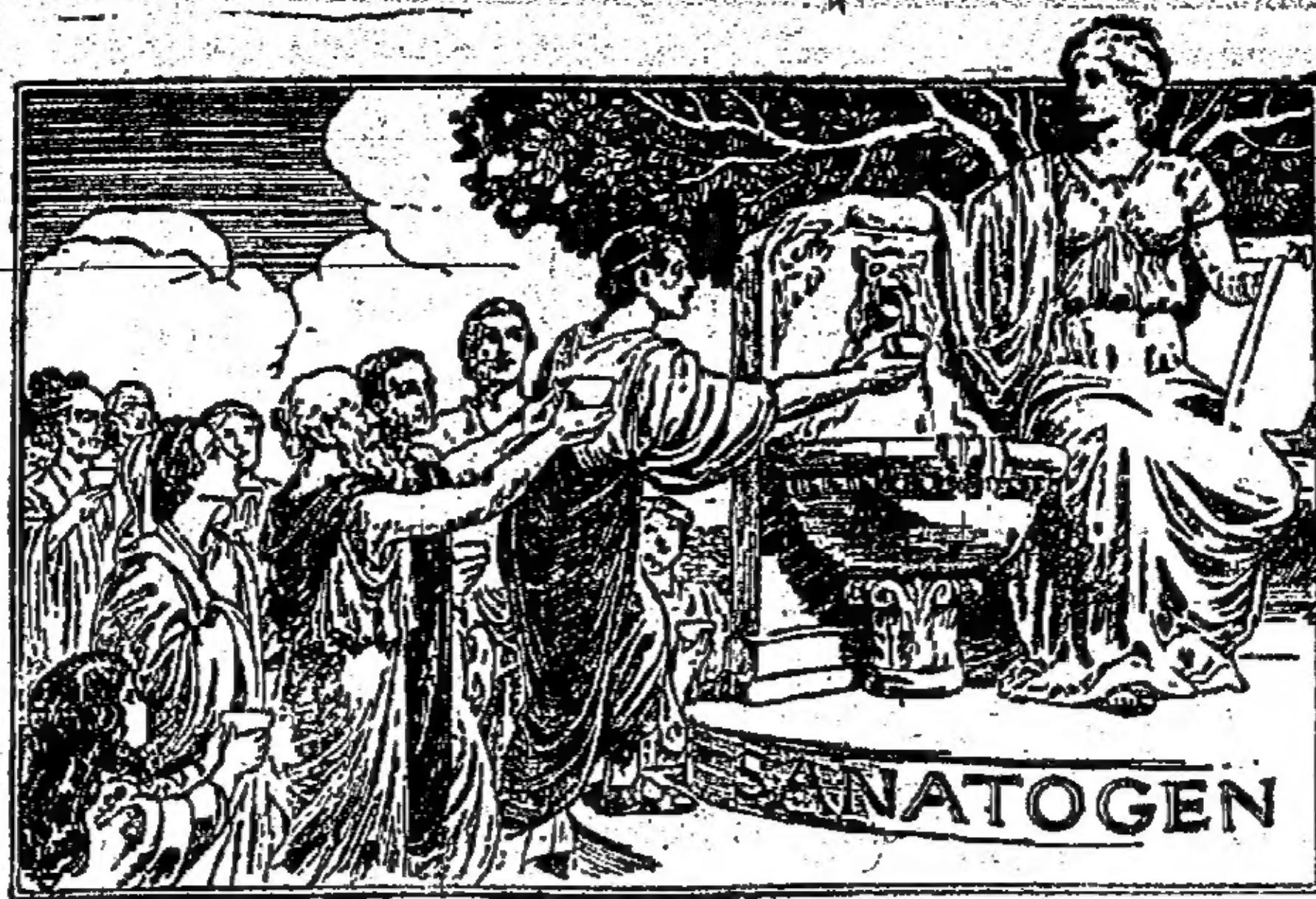
A LOCAL ILLUSTRATION. There is an enormous trade between China and the Straits Settlements, as many as 10,000 to 12,000 coolies leaving one port in China for the Straits in a month, and nearly as many *vice versa*. The route these vessels traverse is notorious for bad weather, the N.E. monsoon raging fiercely for nearly half the year, blowing a gale for days at a time, then the remainder of the year sees typhoons of frequent occurrence and great violence. Still these ships are allowed to put to sea with their 1,500 to 4,000 passengers and no special precautions adopted by Government for their welfare and safety.

The writer pictures the terrible consequences that would ensue were a vessel of that class to become disabled in mid-ocean and drift about till her limited stock of provisions and water were to run out; and he goes on to instance a well-remembered local case of hardship:—It was only the latter part of last November, the steamer *Galathea* left Singapore for Hongkong, having on board some eight or nine hundred persons, and was fourteen days overdue before any news of her reached the world. She broke down in the China Sea, but with the aid of sails, tarpaulins, awnings, etc., she managed to reach an anchorage in Gaalong Bay, Island of Hainan, the N.E. monsoon and currents being favourable. But having reached a haven of safety their troubles were by no means at an end, for there was no assistance to be had there, nor even means of communicating with any other place, so the captain was forced to attempt making his way across the island on foot. After several days, and suffering innumerable hardships, he reached the town of Hoihow, from which place he was able to telegraph for help and communicate with his owners and agents. Had this vessel been fitted with wireless she would have been in touch with shore stations all the time, could immediately have called for help, giving her exact position, thereby saving time and expense, relieving the anxiety of thousands, and reducing the risk of lives to a minimum.

TYPHOON WARNINGS. Wireless would be a great asset in the dangerous typhoon season, as by its means vessels would be warned of the movements of these storms and be enabled to navigate so as to avoid them or seek shelter till they had passed, or in the event of being caught in one would have means of communicating with the shore, or with other vessels, so that in the event of disaster, if assistance was not in time to save all hands, in all probability a great number would be picked up and the accounts of vessels leaving port never to be heard tell of again would be a thing of the past. In the China Sea alone a great many vessels have suddenly disappeared with a large number of people on board, like the steamer *Charterhouse*, which was lost some years ago. She put to sea, was caught in a typhoon within twenty-four hours of leaving port, took over a thousand coolies and other passengers to the bottom, and is by no means the only one which has disappeared so suddenly. We can only hope that, if our own Government does not shortly take steps to make it compulsory for all vessels carrying such large human freight to be fitted with wireless, the Chinese Government and others will follow in the steps of most European nations and make it a necessary condition that all ships embarking emigrants from their ports be properly equipped with wireless telegraphy, for though their populations may be hundreds of millions, yet they can ill afford to lose thousands at a time, for humanitarian reasons if no other.

SHANGHAI AUTUMN RACE MEETING.

*Shanghai Autumn Race Meeting takes place on Monday, Tuesday and Wednesday next. We notice in the list of ponies entered for the meeting several which have been seen on the Hongkong course. Mr. F. B. Marshall has a string of six old ponies. Mr. Paul has three old ponies—White Hawthorn and Royal Rose and Flashlight. Mr. Ellis Kadoorie is represented only by Durbar Chief. John Peel's stable numbers nine ponies, five bay and griffins. The Poochow ponies Capello and Cleric, which did so well at the Hongkong meeting, are also entered. Mr. Dolefi has entered Wireless, a pony which did well in the training for the Hongkong meeting, but was a disappointment at the meeting. Snowdrift has been entered by Mr. Evelyn.

Nerve Sufferers find
SANATOGEN

A Source of Renewed Strength.

No physical suffering is more distressing in its beginnings, more dangerous in its aggravated forms, than suffering brought about by impaired nerve health.

Sleep, appetite, energy, all suffer from loss of nerve-power, and all combine to depress the mind, and to weaken the foundation of the entire system. Impoverished nerves have their own peculiar and imperative needs—food needs, which are specially and quickly satisfied by Sanatogen.

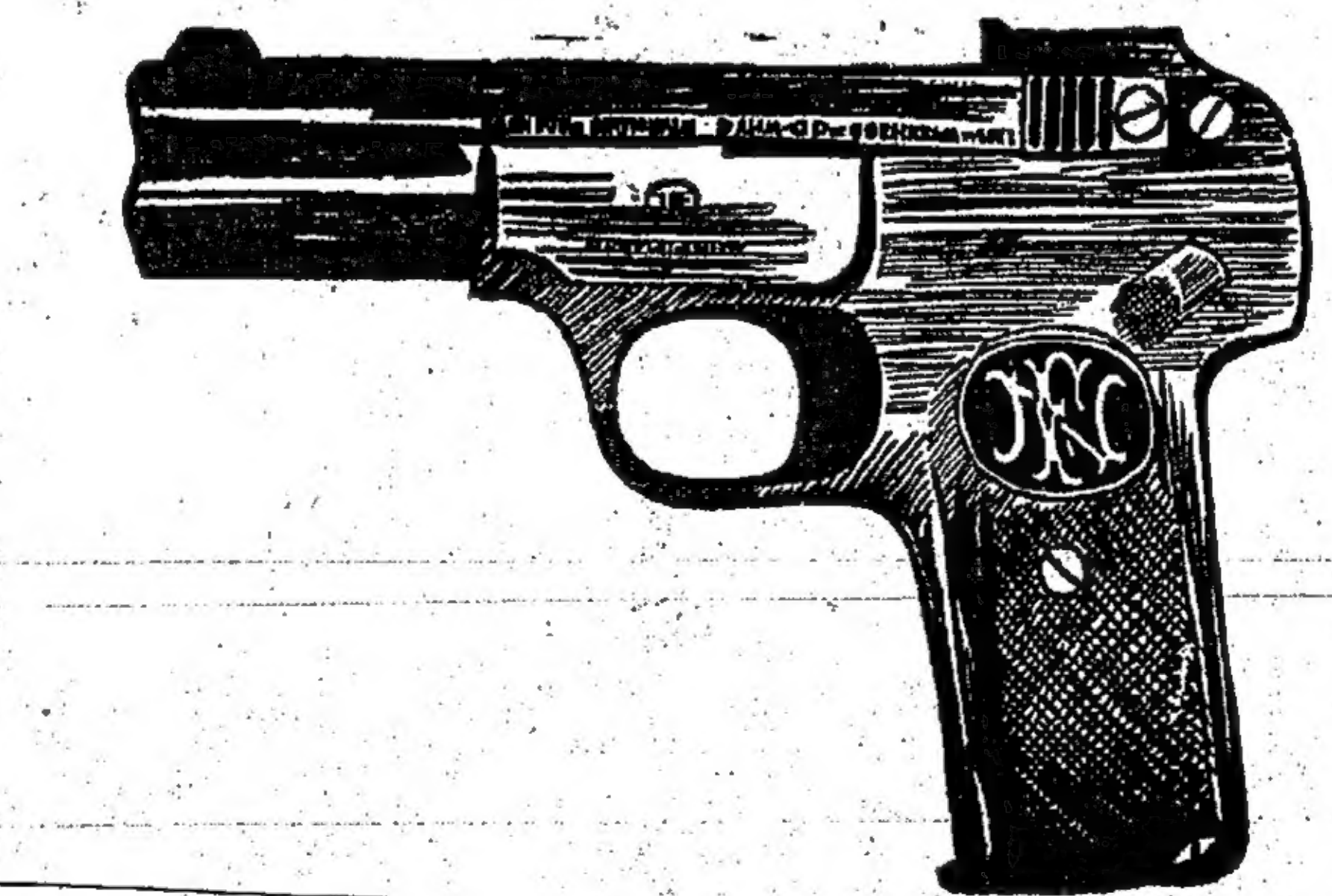
Nerves cannot be repaired by drugs—by *gadding*, or any form of mere stimulation. They need the tonic help of a *food—their own food*. Sanatogen combines in concentrated form the precise nourishment demanded by nerve exhaustion.

This reconstructive power of Sanatogen, this regenerative force, feeding and sustaining the delicate nervous network, and infusing energy into every part of the system, is recognised by 16,000 practising physicians who have written hearty endorsements of this greatest of food tonics.

Sanatogen will Help You!

You who are nervous, run down, below par, should grasp the helping hand of Sanatogen. It will give new vigour to your starved nerves, regenerate your body and digestion, help you to overcome that wretched feeling of weariness and depression. And Sanatogen will not merely free you from those symptoms for a time. It will go on doing you good until you are really well again. And all the time you have the satisfaction of knowing that you are taking a preparation endorsed by the best medical authorities—a scientific health food, with true tonic properties.

Sanatogen can be obtained of all Chemists. Write to-day for a Free Copy of "The Art of Living," by Dr. Andrew Wilson, the famous medical author. This interesting book tells you all about Sanatogen, and also contains a great deal of valuable advice on health topics. Write at once, mentioning this paper, to the manufacturers of Sanatogen, Messrs. A. Wulff & Co., 5, Kivliang Road, Shanghai.



Automatic Pistol "Browning," 8 shots in 2 seconds, and ammunition to fit.
MAUSER SELF-LOADING PISTOL, with HOLSTER BUTT STOCK.
10 Shots in 2 seconds, and Ammunition to fit.

Descriptive Illustrated Catalogues from

SIEMSEN & Co., (MACHINERY DEPT.)

QUEEN'S BUILDING, PRAYA, HONGKONG.

SHIPPING REPORTS.

The British str. *Onsang* reports: From Haichang strong to moderate N.E. wind. The British str. *Indrakula* reports: Light variable winds, smooth sea, fine and clear.
The British str. *Chinkas* reports: Fine clear weather and north-easterly winds throughout.
The Japanese str. *Orin Maru* No. 2 reports: Cloudy with rather rough sea and rainy weather.

PRINTING

Nothing creates such a good impression as business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG "DAILY PRESS" PRINTING WORKS turn the Best Printing at Reasonable Prices

The Rt. Hon.

Sir John Gorst, Privy Councillor to the King of England, writes:—"Sir John Gorst wishes to say he has long been acquainted with the great merits of Sanatogen—has taken it with excellent results, and when necessary will certainly take it again."

Dr. Claude L. Wheeler, the famous physician, writes:—"The debilitated nerves and tissues take up Sanatogen as the parched earth drinks up water. The phosphorus exists in this food tonic in a form which is practically identical with the highly phosphorised nerve substance into which it becomes merged. Sanatogen is a purely scientific and physiological restorative, and there is no reaction."

Lady Henry Somerset, the well-known social reformer, writes:—"Many restoratives are recommended, but I do not think I have come across anything I believe in more than Sanatogen. It is an ideal tonic food with wonderful restorative powers."

Professor Tobold, the famous scientist, writes:—"Patients suffering from nervous exhaustion quickly regain strength and vitality by using Sanatogen."

Mr. Arnold Bennett, the distinguished writer, states:—"The tonic effect of Sanatogen on me is simply wonderful."

SHIPPING IN PORT.

| STRAMERS. | Arrival. | Departure. |
|---|-----------------------------------|-------------------------------|
| AIKOKU MARU, Japanese str., 3,223, Yoshihara, 28th October—Mitsui Bishi Kaisha. | 28th October, 1.11.5, C. Keunfel. | 28th October, 2.30, Y. Mase. |
| ANGHIN, German str., 1,115, C. Keunfel. | 28th October, 2.30, Y. Mase. | 28th October, 3.00, Y. Mase. |
| BANRI MARU, Japanese str., 2,368, Y. Mase. | 28th October, 3.00, Y. Mase. | 28th October, 3.30, Y. Mase. |
| BORNEO, German str., 1,344, F. Sombill. | 28th October, 3.30, Y. Mase. | 28th October, 4.00, Y. Mase. |
| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 4.00, Y. Mase. | 28th October, 4.30, Y. Mase. |
| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 4.30, Y. Mase. | 28th October, 5.00, Y. Mase. |
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| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 9.00, Y. Mase. | 28th October, 9.30, Y. Mase. |
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| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 10.30, Y. Mase. | 28th October, 11.00, Y. Mase. |
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| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 11.30, Y. Mase. | 28th October, 12.00, Y. Mase. |
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| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 11.30, Y. Mase. | 28th October, 12.00, Y. Mase. |
| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 12.00, Y. Mase. | 28th October, 12.30, Y. Mase. |
| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 12.30, Y. Mase. | 28th October, 1.00, Y. Mase. |
| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 1.00, Y. Mase. | 28th October, 1.30, Y. Mase. |
| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 1.30, Y. Mase. | 28th October, 2.00, Y. Mase. |
| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 2.00, Y. Mase. | 28th October, 2.30, Y. Mase. |
| CHOWTAT, German str., 1,120, W. Heher. | 28th October, 2.30, Y. Mase. | 28th October, 3.00, Y. Mase. |

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

**VICTORIA, VANCOUVER, B.C.
SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

| STEAMERS | SAILING |
|-------------------|--------------|
| "LORD CURZON" ... | On 20th Nov. |
| "OCKLEY" ... | On 17th Dec. |

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG it sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious
Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

**ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS**TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Beginning of January.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:
23rd Nov."TYMERIC"
From COLOMBO:
5th Dec.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.Frequent Sailings from HONGKONG connecting with the Company's Steamers
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

142-43-44

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

| | COMFORT. | FROM HONGKONG calling at |
|--|----------|------------------------------|
| MONGOLIA 27,000 tons, twin screws. | | SHANGHAI, NAGASAKI, |
| MANCHURIA 27,000 tons, twin screws. | | KOBE (via Inland Sea), |
| KOREA 18,000 tons, twin screws. | SAFETY. | YOKOHAMA and HONO- |
| SIBERIA 18,000 tons, twin screws. | | LULU (the Paradise of the |
| NILE ... 11,000 tons. | | Pacific) through Service via |
| ALSO CHINA ... 10,000 tons. | SPEED. | NEW YORK to Europe. |
| PERIA ... 9,000 tons. | | |

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE
OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA,
FREE OF CHARGE.

SOME FEATURES OF SERVICE.

Lights and Fans—Individual Electric Reading Light in each berth and
Electric Fan in each Stateroom under passenger's control.
Swimming Tank—Is installed on deck for salt water plunge. Bathing
bunks on board.
Band—Filipino string Band Concerts each afternoon and evening and also during
Tea and Dinner.

Cuisine—The Cuisine is under the direct supervision of one of the World's most
famous caterers.
Games and Amusements—Deck Games, such as Quoits, Shuffle-
board and all kind of gymnastic sports,
are arranged during the voyage, as well as indoor Amusements, such as Musical Entertain-
ments. Dances and Mosquerade Balls on deck are also arranged to while away the time.

Wireless and Submarine Signal Service
The most powerful Wireless Telegraph apparatus is installed on all Steamers.
Submarine Signalling is also used as an additional measure of safety.
Bilge Keels—Are fitted to the Ships to prevent rolling at sea, thus ensuring
steadiness and constant comfort.

The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for \$43 to London (return ticket \$74)
and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

Let us plan an ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.

| STEAMERS | Tons | Starting | 1912 |
|-------------|--------|----------|----------------------|
| • PERSIA | 9,000 | TUESDAY | 12th Nov., at 1 P.M. |
| • KOREA | 18,000 | TUESDAY | 19th Nov., at 1 P.M. |
| • SIBERIA | 18,000 | TUESDAY | 3rd Dec., at 1 P.M. |
| • CHINA | 10,200 | TUESDAY | 10th Dec., at 1 P.M. |
| • MANCHURIA | 27,000 | TUESDAY | 17th Dec., at 1 P.M. |
| • NILE | 11,000 | TUESDAY | 31st Dec., at 1 P.M. |
| • MONGOLIA | 27,000 | TUESDAY | 7th Jan., at 1 P.M. |
| • PERIA | 9,000 | TUESDAY | 28th Jan., at 1 P.M. |

Let us plan an ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915.

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 5TH NOVEMBER, 1912.
8 a.m. "HONAM."
10 p.m. "FATSHAN."
8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."WEDNESDAY, 6TH NOVEMBER, 1912.
8 a.m. "HONAM."
10 p.m. "FATSHAN."
8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."**HONGKONG-MACAO LINE.**

S.S. "SUI AN," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 10TH NOVEMBER.

The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return

from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and

Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the

Company's direct steamers "LINTAN" and "SANUL." These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hoip Mansions (First Floor), opposite the Blake Pier. 145.

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**PHILIPPINES S.S. CO.**

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|-----------|---------------------------------|----------------------|
| RUBI | 4000 | J. Miller | Manila, Mangarin, Holo and Cebu | On 8th Nov., 4 P.M. |
| ZAFIRO | 4000 | Cross | Manila, Mangarin, Holo and Cebu | On 16th Nov., 4 P.M. |

For Freight or Passage, apply to—
HONGKONG, 5th November, 1912.SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co.

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NORDDEUTSCHER LLOYD. BREMEN**IMPERIAL GERMAN MAIL****LINE.**FOR
NAPLES, GENOA, ALGIERS,
GIBRALTAR, SOUTHAMPTON,
ANTWERP AND HAMBURG"PRINZ E. FRIEDRICH,"
Capt. E. MALCHOW, 16,000{Wed'day, 13th
Nov., at 10 A.M.SHANGHAI, TSINGTAU, KOBE
"PRINZESS ALICE,"
Capt. L. FRANK, 20,300{About Wed'day,
13th Nov.KOBE and YOKOHAMA
"PRINZ SIGISMUND,"
Capt. D. LENZ, 6,000{About Tuesday,
12th Nov.KUDAT and SANDAKAN
"BORNEO"
Capt. F. SEMBIL, 5,000{Wed'day, 6th
Nov., at 9 A.M.All the Steamers of the European Line are fitted with Wireless Telegraphy
New System of Telefunken.For Further Particulars apply to—
NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 1st November, 1912.

PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD. BREMEN.****TO EUROPE BY THE****MAGNIFICENT FAST LINERS.**STEAMSHIP
"GOEBEN" ... 17,300 tons ON FEBRUARY 4TH.

Capt. G. LINDEMANN.

"BREMEN" ... 21,000 " ON FEBRUARY 19TH.

Capt. B. WILHELM.

"DERFFLINGER" ... 17,250 " ON MARCH 4TH.

Capt. F. PROSCH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.

Capt. E. MALCHOW.

"YOROK" ... 17,000 " ON APRIL 1ST.

Capt. H. REHM.

"PRINZESS ALICE" ... 20,300 " ON APRIL 16TH.

Capt. F. PROSCH.

"LUETZOW" ... 17,300 " ON APRIL 29TH.

Capt. J. BORTFELD.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.All the Steamers of the European Line are fitted with Wireless Telegraphy.
(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to—
MELOCHERS & Co., GENERAL AGENTS.

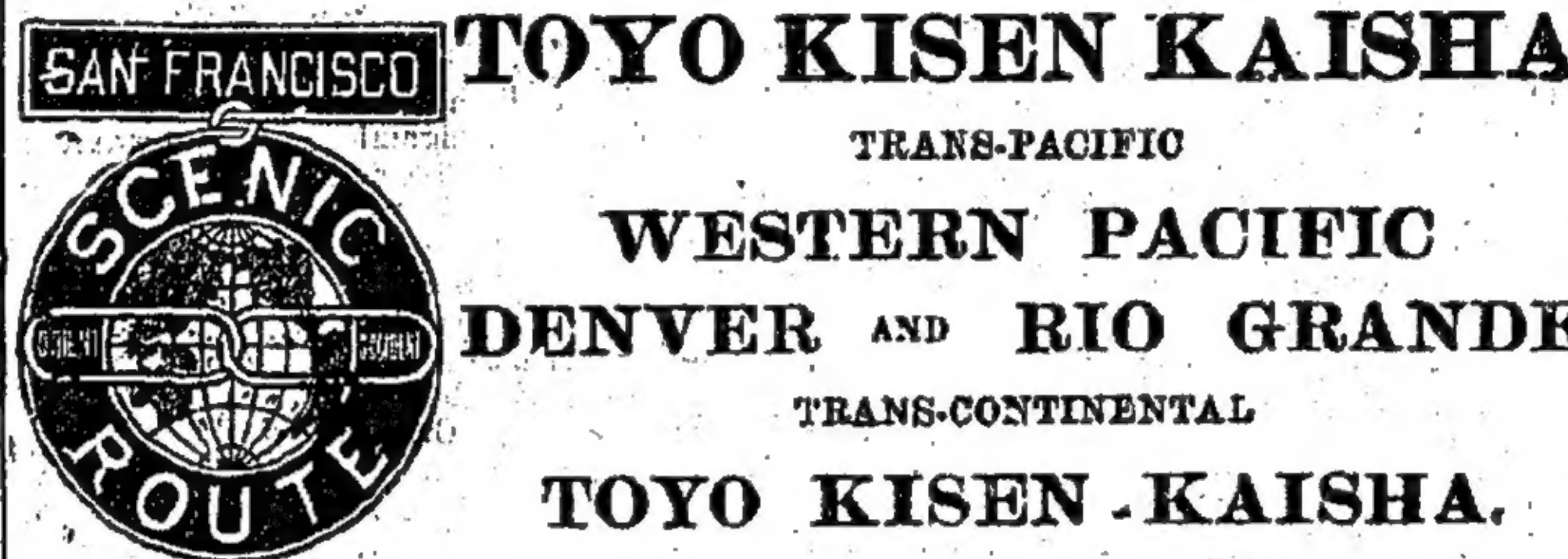
Hongkong, 21st September, 1912.

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BRITISH INDIA S. N. CO., LTD:**A P C A R LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**S.S. "JAPAN," 6,015 tons, Captain L. Y. Archdeacon, will be despatched to
SHANGHAI, KOBE and MOJI on 8th Nov., at 1 P.M.**WESTWARD.**S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for
SINGAPORE, PENANG and CALCUTTA on 6th Nov., at 1 P.M.S.S. "ABRATON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched
for SINGAPORE, PENANG, RANGOON and CALCUTTA on 9th Nov.The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.For Freight or passage, apply to—
DAVID SASSOON & CO., LTD.

Hongkong, 5th November, 1912.

AGENTS. 1892

VESSELS EXPECTED.**THE AMERICAN MAIL.**The P.M. str. *Korea*, carrying the
American mail, left Yokohama for Hong-
kong via Shanghai on the 30th October,
between 8 and 10 a.m.The P.M. str. *Siberia* left San Fran-
cisco for Hongkong via Honolulu, the
Japan ports, Shanghai and Manila on
the 28th October.**THE AUSTRALIAN MAIL.**The I.M.G. str. *Prinz Sigismund* left
Sydney on the 19th October, at 11 a.m.,
and may be expected here on or about
the 11th November.The E. & A. str. *Empire* left Sydney
on the 29th October for this port (via
Queensland Ports and Manila).The N.Y.K. str. *Kauyong Maru* (Aus-
tralia Line) left Sydney for this port via
ports on the 30th October, and is expected
here on the 13th November.**THE CANADIAN MAIL.**The C.P.R. str. *Empress of Japan*
arrived at Nagasaki on the 3rd Novem-
ber, at 8 a.m., and left again at 2.30 p.m.
same day for Shanghai, where she was
due to arrive on the 4th November, at 8
p.m.**THE ENGLISH MAIL.**The P. & O. str. *Assaye* left Singapore
for this port on the 2nd November, at
8 a.m., with the outward English mails,
and is due here on the 7th November, at
about 8 a.m.**MERCHANT STEAMERS.**The "Ben Line" str. *Bemohr*, from
Leith, Middlesbrough, and London, left
Singapore on the 29th October, for this
port, and is expected to arrive here on
or about 5th November.The "Barber Line" str. *Egremont*
Castle from New York left Penang on the
28th October, and is therefore due here
on or about the 5th November.The N.Y.K. str. *Sanuki Maru* (Bombay
Line) left Singapore for this port on the
30th October, and is expected here on the
5th November.**INDO-CHINA STEAM NAVIGATION CO., LTD.**The *Chunsheng*, from Java, is due in Hong-
kong on 8th November.The *Yatshing*, from Calcutta, is due in Hong-
kong on 11th November.**SHIRE LINE.**The *Denbighshire*, from London, is due in
Hongkong on 7th November.The *Monmouthshire*, from London, is due in
Hongkong on 30th November.**BRITISH INDIA STEAM NAVIGATION CO., LTD.**The *Lawada*, from Rangoon, is due in Hong-
kong 8th November.**TOYO KISEN KAISHA.**TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—String Orchestra, Daily trunk

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAN | REMARKS |
|--|--|---------------------|----------------------------|
| SHANGHAI | ASSAYE Capt. G. W. Cookman, R.N.R. | D'light 8th Nov. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | INDIA Capt. G. W. Gordon, R.N.R. | Noon 9th Nov. | See Special Advertisement. |
| LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES | NYANZA Capt. H. N. Rivers, R.N.R. | About 13th Nov. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE, SICILIA AND YOKOHAMA | SICILIA Capt. C. H. Watkins, R.N.R. | About 14th Nov. | Freight and Passage. |

For Further Particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 5th November, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAN |
|---|-------------|-----------------------|
| HOIHOW & HAIPHONG | "SUNGKIANG" | On 5th Nov., 10 A.M. |
| MANILA, CEBU and ILOILO | "TAMING" | On 5th Nov., 4 P.M. |
| NEWCHWANG | "KIUKIANG" | On 7th Nov., D'light. |
| SHANGHAI | "CHINUA" | On 7th Nov., 4 P.M. |
| SHANGHAI, MOJI, KOBE, SICILIA AND YOKOHAMA | "ANHUI" | On 9th Nov., M'night. |
| MANILA, CEBU and ILOILO | "TEAN" | On 12th Nov., 4 P.M. |
| TIENTSIN | "HUICHOW" | On 13th Nov., 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTUL".

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI", "CHENAN", "CHINUA" and "LINAN" with excellent accommo-
dation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through
Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.
BUTTERFIELD & SWIRE,
For Freight or Passage apply to—
Hongkong, 5th November, 1912. TELEPHONE 36. AGENTS. [8]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|-------------------|-----------------------------------|--|
| EASTERN EMPIRE | 15th Nov. | On 9th Nov., Noon. On 7th Dec., Noon. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.
56.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

| OUTWARD. | HOMeward. |
|------------------------------------|---------------------------------|
| FOR SHANGHAI, KOBE & YOKOHAMA: | FOR HAVRE & HAMBURG: |
| S.S. LIBERIA ... 13th Nov. | S.S. ARCADIA ... 5th Nov. |
| S.S. ALESIA ... 19th Nov. | FOR MARSEILLES & HAMBURG: |
| S.S. SAMBA ... 5th Dec. | S.S. SENEGAMBIA ... 10th Nov. |
| S.S. ARBEN ... 17th Dec. | FOR HAVRE, BREMEN & HAMBURG: |
| S.S. BRISGAVIA ... 3rd Jan. | S.S. SCANDIA ... 15th Nov. |
| S.S. SILESIA ... 14th Jan. | FOR BREMEN, HAMBURG & ANTWERP: |
| S.S. O. J. D. AILERS ... 26th Jan. | S.S. SITHONIA ... 22nd Nov. |
| S.S. SUEVIA ... 10th Feb. | FOR HAVRE, ROTTERDAM & HAMBURG: |
| | S.S. BAYERN ... 27th Nov. |
| | FOR ROTTERDAM & HAMBURG: |
| | S.S. ARAGONIA ... 5th Dec. |

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 31st October, 1912. 101

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

| FOR | STEAMERS | TO SAN | REMARKS |
|---|------------|--|---------|
| SWATOW, AMOY AND FOOCHOW AND RETURN. | "HAICHING" | Capt. W. C. Passmore ... TUESDAY, 5th Nov., at 11 A.M. | |
| | "HAITAN" | Capt. J. B. Roach ... FRIDAY, 8th Nov., at 11 A.M. | |
| | "HAITANG" | Capt. A. E. Hodgins ... TUESDAY, 12th Nov., at 11 A.M. | |
| FOR SWATOW AND RETURN. | | | |
| | "HAIMUN" | Capt. J. W. Evans ... WEDNESDAY, 6th Nov., at 11 A.M. | |
| | | SUNDAY, 10th Nov., at 10 A.M. | |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 5th October 1912. [7]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.
SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU AND
TENYO MARU.
Speed 21 KNOTS, Displacement 21,000 TONS.
and the TWIN SCREW S.S.
"NIPPON MARU."
INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

| STEAMERS | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|-------------------------------|
| TENYO MARU | E. Bent | TUESDAY, 5th Nov., Noon. |
| SHINYO MARU | H. S. Smith | TUESDAY, 25th Nov., at Noon. |
| CHIYO MARU | W. W. Greene | SATURDAY, 21st Dec., at Noon. |
| NIPPON MARU | A. G. Stevens | SATURDAY, 11th Jan., at Noon. |

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on
TUESDAY, the 5th November, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

| STEAMERS | TONS | DATE OF SAILING. |
|---------------|--------|-------------------------------|
| HONGKONG MARU | 11,000 | TUESDAY, 3rd Dec., at Noon. |
| KIYO MARU | 17,500 | SATURDAY, 1st Feb., at Noon. |
| BUYO MARU | 10,500 | THURSDAY, 3rd April, at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to
S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).
247)

COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|-------------------|-----------------------------------|--|
| EASTERN EMPIRE | 15th Nov. | On 9th Nov., Noon. On 7th Dec., Noon. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.
56.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.
Connecting at TACOMA and SEATTLE with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

| FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS. | | | Leaves |
|--|-----------------|-----------|---------------|
| Steamers | Captains | | |
| † "MEXICO MARU" ... | N. Kobayashi... | TUESDAY, | 12th Nov., at |
| † "CHICAGO MARU" ... | I. Goto ... | THURSDAY, | 28th Nov., at |
| † "CANADA MARU" ... | K. Hori ... | TUESDAY, | 10th Dec., at |
| † "TACOMA MARU" ... | T. Hamada ... | THURSDAY, | 26th Dec., at |
| † "PANAMA MARU" ... | J. Kano ... | SATURDAY, | 4th Jan., at |
| † "SEATTLE MARU" ... | T. Saito ... | THURSDAY, | 23rd Jan., at |
| • Calling at NAGASAKI, KOBE, | YOKKAICHI | AND YOKO | |
| † Calling at SHANGHAI, MOJI, " | " | " | " |
| † Calling at KEELUNG. | | | |

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

| | | |
|--------------|-------------|-----------------------|
| Steamer | Captain | Leave |
| "KAIJO MARU" | Y. Yamamoto | WED'DAY, 6th Nov., at |

FOR TAMSUI VIA SWATOW AND AMOY.

| | | |
|---------------|-------------|-----------------------|
| Steamer | Captain | Leave |
| "DALJIN MARU" | T. Fukugami | SUNDAY, 10th Nov., at |
| "DAIGI MARU" | Y. Somekawa | SUNDAY, 17th Nov., at |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| | | |
|--------------|------------|------------------------|
| Steamer | Captain | Leave |
| "SOSHU MARU" | K. Tashira | WED'DAY, 13th Nov., at |

FOR CANTON.

| | | |
|--------------|------------|------------------|
| Steamer | Captain | Leave |
| "SOSHU MARU" | K. Tashira | FRIDAY, 8th Nov. |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIBOI,
MANAGER,

Second Floor, No. 1, Queen's Building.

778-7

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.
PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due PLYMOUTH (London 1 day later) | | |
|---------------------------|-------------------|---|---|--|----------|----------|
| Steamer | Tons | Noon, SATURDAY | Steamer | Tons | SATURDAY | FRIDAY |
| INDIA | 8000 | January 18 | MOOLTAN | 10000 | Feb. 15 | Feb. 21 |
| ASSAYE | 7500 | February 1 | MALOJA | 12500 | Mar. 1 | Mar. 7 |
| HIMALAYA | 7000 | February 15 | MOREA | 11000 | Mar. 15 | Mar. 21 |
| DEVANHA | 8000 | March 1 | MARMORA | 10500 | Mar. 29 | April 4 |
| DELTA | 8000 | March 15 | MEDINA | 12500 | April 12 | April 18 |
| INDIA | 8000 | March 29 | Through Steamer | | April 26 | May 2 |
| ASSAYE | 7500 | April 12 | MONGOLIA | 10000 | May 10 | May 16 |
| DEVANHA | 8000 | April 26 | MACEDONIA | 10500 | May 24 | May 30 |
| CHINA | 8000 | May 10 | MALWA | 11000 | June 7 | June 13 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved.
Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

| STEAMERS | TONS | LEAVE HONGKONG | DUE MARSEILLES | DUE LONDON |
|----------|------|----------------|----------------|------------|
| NOVARA | 7000 | January 22 | February 23 | March 5 |
| SUNDA | 5700 | February 5 | March 9 | March 19 |
| SARDINIA | 7000 | February 19 | March 23 | March 2 |
| SOMALI | 7000 | March 5 | April 6 | April 16 |
| NAMUR | 7000 | March 19 | April 20 | April 30 |
| NANKIN | 7000 | April 2 | May 4 | May 14 |
| NYANZA | 7000 | April 16 | May 18 | May 28 |
| NORE | 7000 | April 30 | June 3 | June 13 |
| NILE | 7000 | May 14 | June 17 | June 27 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd " £36.10 " £57.4 "

For further Particulars, apply to—
H. W. D. SHALLARD,
ACTING SUPERINTENDENT.
781

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG--

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES |
|---|-------------------------------------|--------|------------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO, SUZ and PORT SAID ... | KITANO MARU Capt. F. E. Cope, | 16,000 | { WED'DAY, Nov., at Daylight |
| | IYO MARU Capt. Hirase, | 12,500 | { WED'DAY, 20 Nov., at Daylight |
| VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA ... | *YOKOHAMA MARU Capt. N. Noda, | 12,500 | { THURSDAY, Nov., at Noon. |
| | INABA MARU Capt. Toninaga, | 12,500 | { TUESDAY, 19 Nov., at Noon. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... | NIKKO MARU Capt. M. Yagi, | 9,600 | { FRIDAY, 22 Nov., at Noon. |
| | KUMANO MARU Capt. M. Winkler, | 9,300 | { FRIDAY, 20 Dec., at Noon. |
| CALCUTTA VIA SINGAPORE, PENANG & BANGKOK ... | TOSA MARU Capt. Sato, | 12,000 | { SATURDAY, 16 Nov. |
| BOMBAY VIA SINGAPORE, and COLOMBO ... | KAWACHI MARU Capt. Christiansen, | 12,500 | { MONDAY, 11 Nov. |
| KOBE and YOKOHAMA ... | TANGO MARU Capt. K. Kawara, | 13,500 | { THURSDAY, Nov., at 11 A. |
| SHANGHAI, MOJI and KOBE | SANUKI MARU Capt. J. Toranaka, | 12,500 | { WED'DAY, Nov. |
| NAGASAKI, KOBE & YOKOHAMA | KUMANO MARU Capt. M. Winkler, | 9,300 | { WED'DAY, Nov., at Noon. |
| SHANGHAI, KOBE and YOKOHAMA ... | KIRIN MARU Capt. Deguchi, | 5,000 | { MONDAY, Nov. |

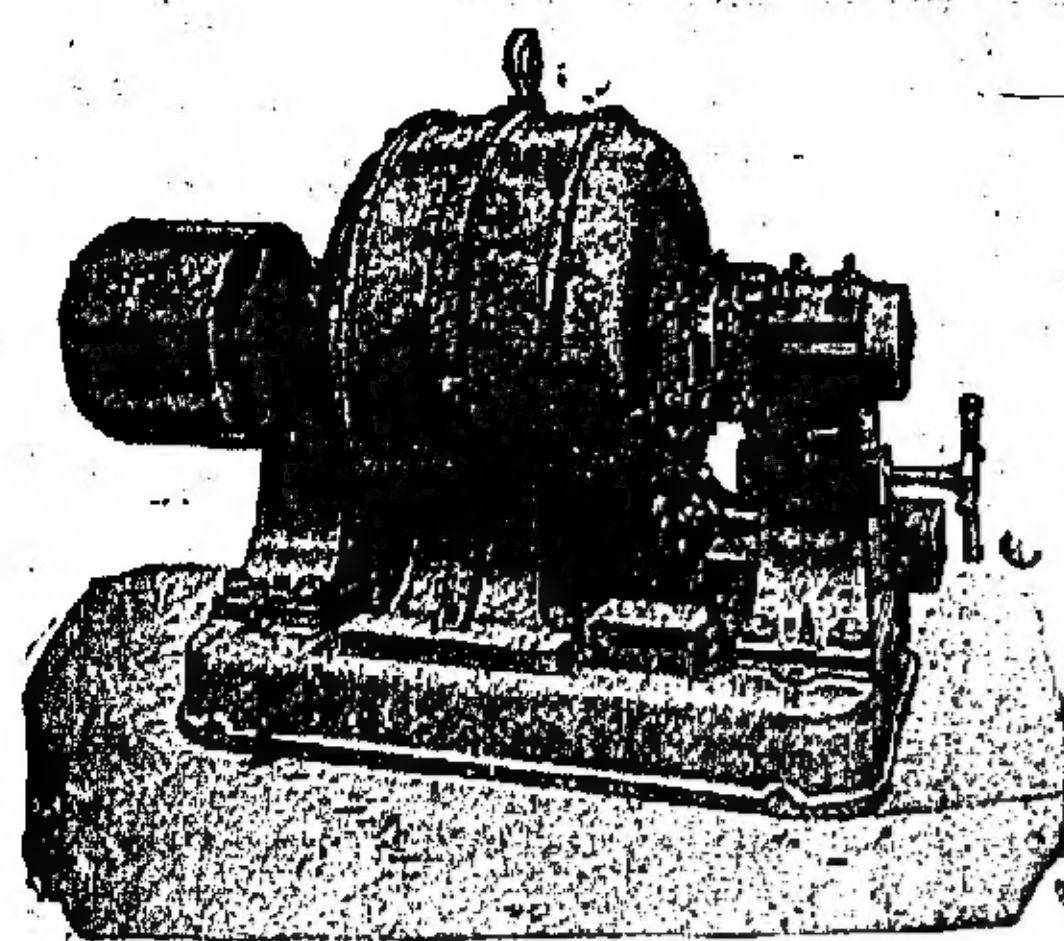
§ Fitted with New System of Wireless Telegraphy. † Cargo only * Omitting Shanghai

1913 PASSENGER SEASON 1913

| STEAMER | TONS | DISPLACEMENT | LEAVING HONGKONG |
|--------------|--------|--------------|------------------|
| NISHIMA MARU | 16,000 | 12,500 | 29th January |
| KAGA | 16,000 | 12,500 | 12th February |
| ATSUTA | 16,000 | 12,500 | 25th February |
| HITACHI | 16,000 | 12,500 | 12th March |
| MIYASAKI | 16,000 | 12,500 | 26th March |
| KITANO | 16,000 | 12,500 | 9th April |
| IYO | 16,000 | 12,500 | 23rd April |
| HIRANO | 16,000 | 12,500 | 7th May |
| TANGO | 16,000 | 12,500 | 21st May |

FOR AMERICA.
INABA MARU ... 12,500 ... 11th February
SHIDZUOKA ... 12,500 ... 25th February
TAMBA ... 12,500 ... 11th March
AWA ... 12,500 ... 25th March
SADO ... 12,500 ... 4th April
YOKOHAMA ... 12,500 ... 22nd April
INABA ... 12,500 ... 6th May
SHIDZUOKA ... 12,500 ... 20th May

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE NOS. 292 and 241.
112-113-666



ELEKTIZITÄTS
ACTIENGESellschaft

Titan

BERGERHOF
R.H.L.D.

ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

Hongkong, 4th November, 1912.

[48-6]

JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN, ARTIFICIAL SILK.

Hongkong, 4th November, 1912.

[48-10]

SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

PET. WILH. KROMMES, ELBERFELD.

Hongkong, 4th November, 1912.

[48-11]

HUGO C. A. FROMM, HONGKONG.

POST OFFICE NOTICE

XMAS AND NEW YEAR PARCELS.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and Countries beyond, will be closed in this office on Friday, the 6th of November, at 5 p.m. This Parcel Mail by the long-sea route via Gibraltar is due to reach London on the 14th of December. Parcels may be forwarded by the same Mail via Brindisi with an extra fee of 50 cents. Parcels to superscribed are due to reach London on the 6th of December. The following Mail of the 22nd November is not due in London via Gibraltar, until the 28th of December, via Brindisi on the 20th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All Insured Parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal.

Straight, Curved, Crossed or Dotted Lines are not admissible.

Buttons, Coins or Thimbles are not to be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on Letters or Parcels or to seal any article for the Public.

Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.

The *Anhui* is due to arrive here to-morrow, with the Siberian Mails from London on Wednesday and Friday, the 16th and 18th ultimo.

The *Assaye*, with the English Mail, left Singapore on Saturday, the 2nd inst., at 8 a.m., and may be expected to arrive here on Thursday, the 7th inst., at about 8 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 2nd October, and for despatch overland on the 9th October.

| FOR | PER | DATE |
|--------------------------|-----|--------------------------|
| Hohow, and Haiphong | ... | Tuesday, 5th, 9.00 A.M. |
| Pakhoi and Haiphong | ... | Tuesday, 5th, 9.00 A.M. |
| Swatow, Amoy and Foochow | ... | Tuesday, 5th, 10.00 A.M. |
| Straits and Sourabaya | ... | Tuesday, 5th, 10.00 A.M. |
| Straits | ... | Tuesday, 5th, 10.00 A.M. |
| Philippine Islands | ... | Tuesday, 5th, 10.00 A.M. |
| Japan via Nagasaki | ... | Tuesday, 5th, 10.00 A.M. |
| Fort Bayard | ... | Tuesday, 5th, 10.00 A.M. |

SHANGHAI, NORTH CHINA, JAPAN via
NAGASAKI, HONOLULU, CANADA,
UNITED STATES AND SOUTH AMERICA
via SAN FRANCISCO
(EUROPE via SIBERIA)

SAIGON, STRAITS, CEYLON, ADELPHI,
WESTERN AUSTRALIA, INDIA, ADELPHI,
EUROPE and EUROPE via Marseilles
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)
Late Letters 11.00 to Noon Extra
Postage 10 cents

Macao
Philippine Islands
Straits
Straits and Ceylon

Kudat and Sandakan
Fort Bayard, Haiphong, Pakhoi and Saigon
Hohow and Pakhoi
Swatow
Swatow, Amoy and Foochow
Swatow
Ningpo
Straits
Samarang and Sourabaya
Straits, and India via Calcutta
Macao
Japan via Nagasaki and Seattle
Japan via Moji
Newchwang
Shanghai, North China, Japan via Moji,
Victoria, B.C., and Seattle
Macao
Shanghai and North China
Manzanillo and Guaymas
SHANGHAI AND NORTH CHINA
(EUROPE via SIBERIA)
Swatow, Amoy and Foochow
Shanghai, North China, and Japan via Kobe
Philippine Islands
Philippine Islands, Australia, Tasmania
and New Zealand via Port Darwin

COMMERCIAL.

CLOSING QUOTATIONS.

November 4th.

| | |
|-----------------------------------|------------|
| On LONDON— | |
| Telegraphic Transfer | 2.11 |
| Bank Bills, on demand | 2.11 |
| Bank Bills, at 30 days' sight | 2.11 |
| Bank Bills, at 4 months' sight | 2.11 |
| Credits, at 4 months' sight | 2.11 |
| Documentary Bills 4 months' sight | 2.11 |
| On PARIS— | |
| Bank Bills, on demand | 260 |
| Credits, at 4 months' sight | 265 |
| On GERMANY— | |
| On demand | 211 |
| On NEW YORK— | |
| Bank Bills, on demand | 50 |
| Credits, at 60 days' sight | 51 |
| On BOMBAY— | |
| Telegraphic Transfer | 155 |
| Bank, on demand | 155 |
| On CALCUTTA— | |
| Telegraphic Transfer | 155 |
| Bank, on demand | 155 |
| On SHANGHAI— | |
| Bank, at sight | 71 |
| Private, 30 days' sight | 72 |
| On YOKOHAMA— | |
| On demand | 100 |
| On MANILA— | |
| On demand | 101 |
| On SINGAPORE— | |
| On demand | 88 |
| On BATAVIA— | |
| On demand | 125 |
| On HAIPHONG— | |
| On demand | 4 1/2 p.m. |
| On SAIGON— | |
| On demand | 73 |
| On HANKOW— | |
| On demand | 19.65 |
| GOVERNMENT, Bank's Buying Rate | 19.65 |
| GOLD LEAF, 100 fine, per test | 850.90 |
| BAR SILVER, per oz. | 29 |

SUBSIDIARY COINS.

| | | |
|----------|-----------------|---------------|
| Chinese | 20 cents pieces | 7.78 discount |
| Chinese | 10 | 8.10 |
| Hongkong | 20 | 15.60 |
| Hongkong | 10 | 18.10 |

MAILS VIA SIBERIA.

| | |
|---------------|---------------|
| London | Due |
| October 20th. | November 4th. |

SHARE LIST.—QUOTATIONS.

HONGKONG, 2ND NOVEMBER, 1912.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTA- TIONS CASH. |
|--|-------------------|----------|----------|-------------------------------|
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$810, sales 1/100 £82 |
| China Borneo Company, Limited | 60,000 | \$12 | all | \$9, buyers |
| China Light and Power Company, Limited | 50,000 | \$1 | all | \$2.20 |
| China Provident, Loan & Mortgage Co., Ltd. | 200,000 | \$10 | all | \$8, buyers |
| COTTON MILLS. | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 103 |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | all | \$5, buyers |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | all | \$21 |
| DOCK AND WHARVES. | | | | |
| H'kong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$72, buyers |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$55, sales |
| New Amoy Dock Co., Limited | 10,000 | \$64 | all | \$63 |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 48 |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | all | Tls. 99 |
| Green Island Cement Co., Limited | 400,000 | \$10 | all | \$3.80, buyers |
| Hongkong Electric Co., Limited | 60,000 | \$10 | all | \$23, buyers |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | all | \$114 |
| Manila Metropole Hotel Limited | 8,000 | \$25 | all | \$75 |
| Hongkong Ice Company, Limited | 15,000 | Pa. 10 | all | Pa. 10 |
| Hongkong Rope Manufacturing Co., Limited | 5,000 | \$25 | all | \$200 |
| H'kong & South China Steam Fisheries Co., Ltd. | 60,000 | \$10 | all | \$19 |
| INSURANCE. | | | | |
| Canton Insurance Office Co., Limited | 15,000 | \$10 | all | \$2, buyers |
| China Fire Insurance Co., Limited | 20,000 | \$100 | all | \$140, buyers |
| China Trade Insurance Co., Limited | 24,000 | \$83.33 | all | \$25 |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | all | \$50 |
| North-China Insurance Co., Limited | 10,000 | \$15 | all | \$132 |
| Union Insurance Society, Limited | 12,400 | \$250 | all | \$815 |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | all | \$150 @ Ex 73 |
| LANDS AND BUILDINGS. | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | all | \$105, buyers |
| Kumfrees' Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$8, buyers |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | all | \$34 |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | all | Tls. 85 |
| West Point Building Co., Limited | 12,500 | \$50 | all | \$53, buyers |
| Masthead Building Co., Limited | 25,000 | Gds. 10 | all | Tls. 57, buyers |
| MINING. | | | | |
| Chinese Engineering and M. Co., Ltd. | 1,000,000 | \$1 | all | 35/- |
| Trench Mines, Limited | 150,000 | \$1 | all | 65/-, buyers |
| Hoswood Tin and Rubber Estate, Ltd. | 715,280 | \$1 | all | \$1 |
| Raub Australian Gold Mining Co., Ltd. | 250,000 | \$1 | all | \$160, sales |
| Peak Tramways Co., Limited | 50,000 | \$10 | all | \$1 |
| Philippine Co., Limited | 75,000 | \$10 | all | \$5 |
| REFINERIES. | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$109, buyers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$35, sellers |
| STEAMSHIP COMPANIES. | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | all | \$83 |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$25, sellers |
| Hongkong, Canton & Macao S.S. Co., Ltd. | 80,000 | \$15 | all | \$28, buyers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 pref. | \$25 | all | \$72 1/2, L/don buy, £27 |
| Shell Transport & Trading Co., Limited | 2,500,000 | \$1 | all | 102/-, buyers |
| Star Ferry Company, Limited | 3,000 | \$10 | all | \$35 |
| South China Morning Post, Limited | 6,000 | \$25 | all | \$22 |
| Steam Laundry Company, Limited | 20,000 | \$5 | all | \$4, sellers |
| STORES AND DEPOSITARIES. | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$25 |
| Wm. Powell, Limited | 15,000 | \$7 | all | \$8 |
| Watkins, Limited | 10,000 | \$10 | all | \$10 |
| A. S. Watson & Co., Limited | 90,300 | \$10 | all | \$3, buyers |
| Weissmann, Limited | 3,000 | \$10 | all | \$6, sellers |
| Gande Price & Co., Ltd. | 50,000 | \$10 | all | \$17, buyers |
| Societe des Papiers et Papeteries du Tonkin | 15,200 | \$50 | all | \$35 |
| Hongkong Steel Foundry Co., Ltd. | 15,000 | \$10 | all | \$10 |
| United Asbestos Oriental Agency, Limited | 9,900 ordy. | \$10 | all | \$4, sellers |
| Union Wharfedale Co., Limited | 100 fdras | \$10 | all | \$300 |
| Hongkong Tramway Co., Ltd. | 50,000 | \$10 | all | \$11, buyers |
| | 325,000 | 5/- | all | 5/- |

| RUSSIAN. | PER RUBBER IN LONDON. | Daily Wire |
|-----------------------|-----------------------|--------------------------------|
| Chinese Imperial 1886 | Amount | Value |
| | Tls. 767,200 | Tls. 250 7 1/2 p.m. annum Par. |
| | | VERNON & SYMTH, Share Brokers |

TO-NIGHT

9.15 P.M.—Farris Hartman Comedy Co. at
the Theatre Royal—"The Toyman."

9.15 P.M.—Bijou Scenic Theatre.

TO-MORROW

2.15 P.M.—Meeting of the Licensing Board
at Council Chamber.

FORTHCOMING EVENTS.

Wednesday, 12th Nov.—
Noon—Hongkong, Canton and Macao Steam-
boat Co., Ltd., Extraordinary Meeting.

Wednesday, 13th Nov.—
9.15 P.M.—Grand Variety Entertainment—
"The Cook" at the Theatre Royal.

Quotations are—
Malwa New ... \$2925/2950 per picul.

The "Three Castles"

"THERE'S NO SWEETER
TOBACCO COMES FROM
VIRGINIA AND NO
BETTER BRAND THAN
THE 'THREE CASTLES'"

THACKERAY-

"THE VIRGINIANS"

WILLS'S

A HANDSOME PICTURE

FREE.

SAVE THE COUPONS NOW BEING
PACKED WITH

W.D. & H.O. WILLS'

CELEBRATED

"THREE CASTLES" CIGARETTES.

Upon receipt of 100 COUPONS
you will be sent, postpaid, a beauti-
ful photogravure of a famous
painting.

These High-class Pictures, which
are suitable for framing, measure
15" by 20", and are entirely free
from Advertisement. Small re-
productions of these pictures are
packed in every packet and tin of
"THREE CASTLES" Cigarettes,
together with one or more of the
Coupons.

[29]

**ABSOLUTE
PURITY
NO BACTERIA
NO TYPHOID**

**Fresh Milk
STERILIZED
NO PRESERVATIVES
FULL CREAM.**

The name of
MILKMAID BRAND
stands for perfect
purity in MILK.
Insist on having
Milkmaid Brand
& accept no other.

**MILKMAID BRAND
STERILIZED
NATURAL MILK**

34

THE MOST
POPULAR BRAND
OF
**HOME BOTTLED GUINNESS
STOUT**
ON THE MARKET.

J.B. HALL & CO

TRADE MARK
THE DOG'S HEAD BRAND
OF
ALE & STOUT

This famous brand of Stout is recognised by all Connoisseurs as a Standard of
Quality and Purity.

SOLE AGENTS—
GANDE, PRICE & CO., LTD.
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL, HONGKONG.
Telephone No. 135.

IMPORTANT TO ENGINEERS.
ANTI-FRICTION METAL
"MARINE BEARING"
FOR LINING BEARINGS
AND
FRICTIONAL PARTS OF MACHINERY.
Is the best in the Market.

ATLAS METAL & ALLOYS CO., LTD
52, QUEEN VICTORIA STREET, LONDON.

Large and Old Established Manufacturers of
ANTI-FRICTION METAL.